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THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
SINGLE COPIES, 15 CENTS

VOL. XXXIX.

431 South Dearborn Street, Chicago, Ill., November 15, 1920

NO. 5

WE ARE PROGRESSIVE ENOUGH
TO BE AGGRESSIVE FOR YOU

McKENNA & DICKEY
Grain

60 BOARD OF TRADE

For your
Business Sake
Communicate

TAYLOR & BOURNIQUE CO.

Grain Merchants
MILWAUKEE, WISCONSIN

WESTERN BRANCHES:

Streator, Ill.
Sioux City, Ia.
Mason City, Ia.
Des Moines, Ia.
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Elevators

Milwaukee, Chicago and Schneider, Ind.
2,500,000 Bushels

Private Wires All Offices
Fast and Efficient Service

Track Bids
Sales to Arrive

Consign to us at

MILWAUKEE, CHICAGO OR SCHNEIDER, IND.

EASTERN BRANCHES:

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New York City, N. Y.
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Quality and
Uniformity

Buyers
OF

Clover
AND
Timothy
Seed

Mail Samples for Top Market Bids

Milwaukee
Seed Company

MILWAUKEE, WIS.

Established 1877

LANGENBERG BROS. GRAIN CO.
GRAIN and HAY

We Solicit Your Consignments

St. Louis

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THE ILLINOIS SEED CO.

GRASS SEEDS FIELD

BUYERS

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Ask for Samples

Mail Samples for Bids

TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-
TOP, BLUEGRASS, SEED GRAIN, GRAIN BAGS, Etc.

GRAIN, PROVISIONS

STOCKS AND BONDS

**SIMONS, DAY
& Co.**

Phone Wabash 7860
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CHICAGO

We solicit consignments and furnish bids on Cash Grain and Provisions for all markets

The WAGNER

Covers all markets. Ask for the weekly or
daily issue. Has the largest circulation of any
grain literature.

Stocks E. W. Wagner & Co. Bonds
Grain Members New York Stock Exchange
Members New York Cotton Exchange
Members Chicago Board of Trade
Continental & Commercial Bank Bldg.

LETTER

Established 33 Years

CHICAGO

COURTEEN SEED CO.

Specialize in all

GRASS AND FIELD SEEDS

SHIPPERS. Send Samples for Bid.

BUYERS. Ask for samples and prices.

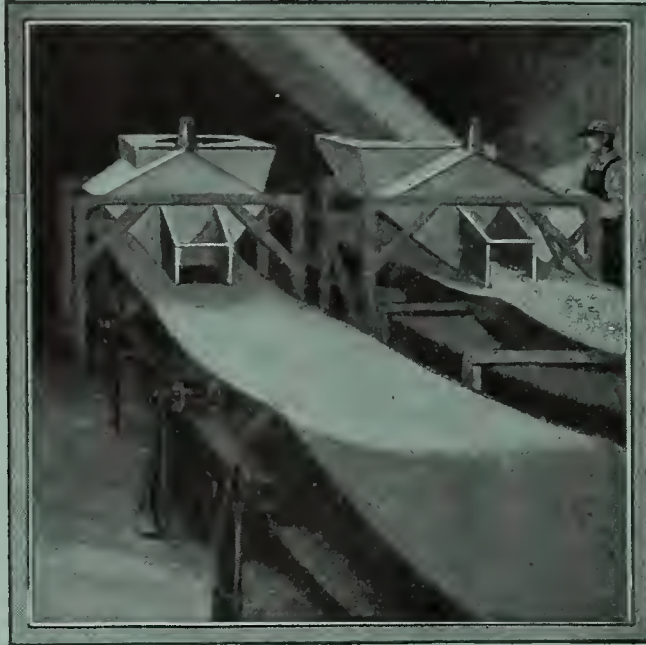
MILWAUKEE, WISCONSIN

BACHE SERVICE

USE IT
ON

GRAIN AND SEEDS

Chicago, Ill.



Each Belt Ran Eighteen Years

Eighteen years' service and still running.

That's the record of four Diamond Belts each 303 feet long, 36 inches wide, 4-ply in thickness, in one of our largest grain elevators.

Diamond Grain Elevator Belts have achieved an enviable reputation for efficient and economic service. *We have yet to record a single case in which the service of Diamond Grain Belts has failed to satisfy the user.*

In laying plans for a new belt installation consult a Diamond expert—his advice may be helpful.

THE DIAMOND RUBBER COMPANY
Incorporated
AKRON, OHIO

Diamond

Grain Elevator Belts





"Western" Rolling Screen Corn Cleaner



"Western" Pitless Sheller

NO CHANCE FOR WORRY

It's not a bit of trouble to operate the Grain Elevator if it is equipped with WESTERN MACHINERY.

It never permits trouble, runs smoothly, does its work properly, leaves nothing to worry about, which is one of the good points of it.

There is no cause for worry over costs, because this machinery is sold on a fair, moderate price basis.

THE WESTERN LINE

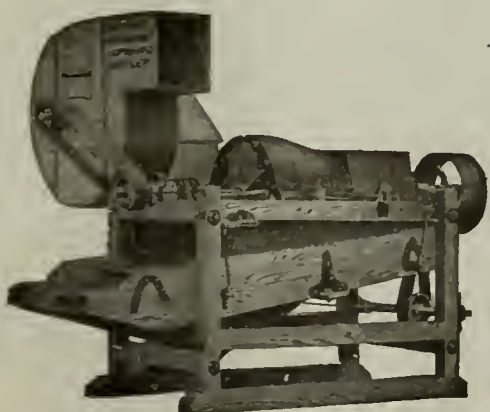
Costs less in its use, wears longer, minimizes the repair bill, and requires less attention.

You get more out of it in satisfaction, in the experience that trouble, which is bound to arise somewhere, will not come from the machinery.

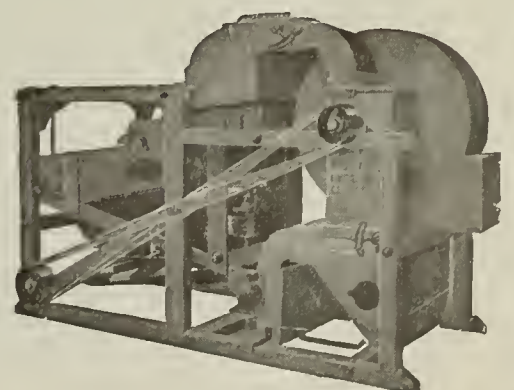
Critical buyers, the wisest elevator operators, install the WESTERN LINE. Let us figure with you on your equipment.

UNION IRON WORKS DECATUR, ILLINOIS

Complete Line of Shellers and Cleaners Kept at
1400-1402 West 12th Street KANSAS CITY, MO.



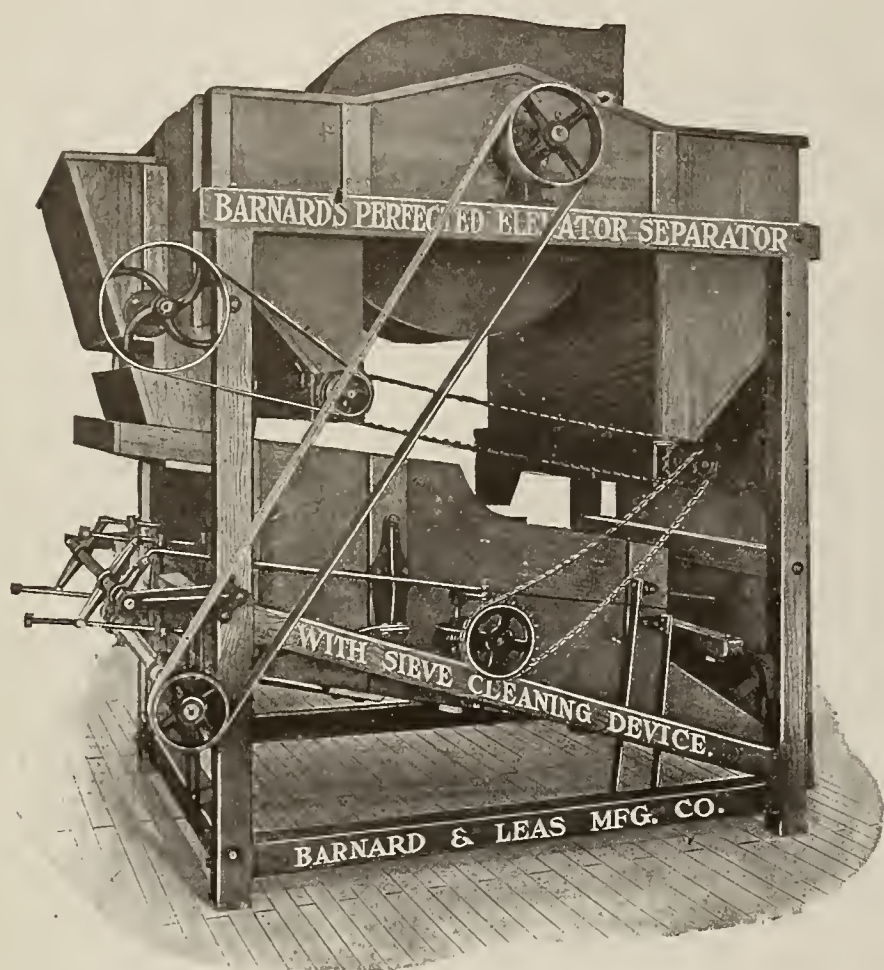
"Western" Warehouse Combined Sheller



"Western" Gyating Cleaner

Barnard-Moline Grain Cleaners

Barnard-Moline Perfected Elevator Separator



This machine is very thoroughly and strongly built. It has three sieves; a top or scalping sieve for tailing off rough material, such as stones, sticks, straw, etc.; one middle or grain sieve and a bottom or seed screen. These sieves are adjustable and extra sieves can be furnished for handling different kinds of grain.

All our Separators are fitted with the latest design of chain oiling bearings, which are dust proof, have large oil wells, are fitted with brass grease cups and are of extra length. The flexible cable chain ring distributes the oil evenly and constantly over the sifter.

This machine is also equipped with our sieve cleaning device, which being applied to the under side of the sieve has the effect of lifting the clogged material out of the holes. This method is far superior to the cleaning device used on top of the sieve, which forces the clogged material down through the holes. The cleaning device used on this machine therefore enables you to get a much better separation.

Our special bulletin on Separators illustrates a machine for every mill and elevator requirement.

The Barnard-Cornwall Corn Cleaner

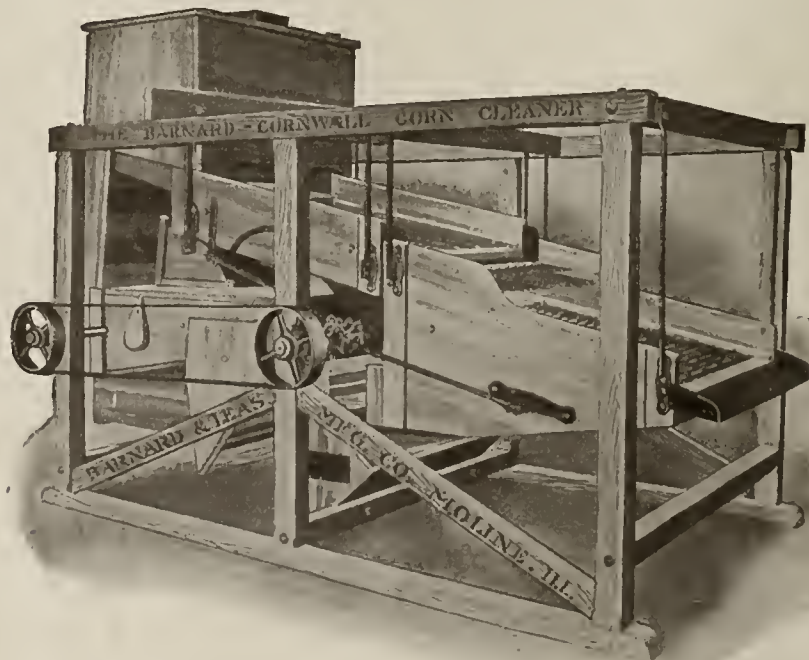
This machine needs no introduction to the elevator trade, as it is well and favorably known wherever corn is grown. It was the first shaker corn cleaner ever placed on the market. Its success was immediate and complete.

It now has many imitators, but these imitators, however, all lack the one essential feature that has given the Barnard-Cornwall Corn Cleaner its great popularity, that is—our patent finger sieve, which is of special construction and is the only form of sieve that will not clog, and will remove the small cob end and pieces of cob always present in corn cleaned by other machines.

The shaker of this machine is made in two parts, and is operated by a separate pair of eccentrics working opposite each other. These parts are constructed in such a way that the corn shucks and cobs in passing from one to the other must pass over a number of steel rods of different lengths, and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn

to fall through onto the tail sieve and give it a chance to make a better separation. The use of these rods and the extra drop is a valuable feature.

Write for special bulletin on Corn Shellers and Cleaners, which illustrates and describes this Corn Cleaner very thoroughly.

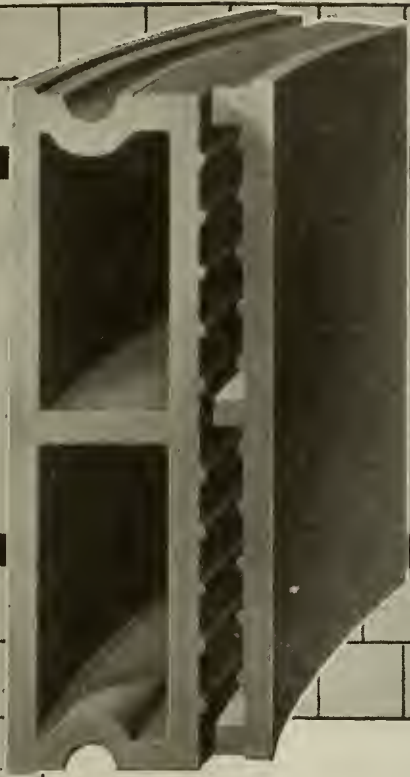


BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Preston Lansing

Tile Silos and Grain Bins

Vitrified Tile Is Ideal for Grain Storage

With a Preston-Lansing Grain Bin you can be sure of protecting your grain.

Losses from vermin and molding are eliminated as Preston-Lansing Bins are moisture-proof and vermin-proof. Vitrified Tile cannot burn—your insurance premiums are cut to a minimum.

The Construction That Defies Time

Each block is made to brace against the blocks next to it in "ship-lap" formation. Deep grooves at top and bottom allow for a complete "circle" of cement re-enforced with a twisted steel rod between each tier of blocks. These bands of steel give strength to withstand any grain pressure. State University tests show that Preston Lansing Blocks can withstand a pressure of 95,000 pounds even without re-enforcement. Tests to determine the amount of water absorption show less than 4% after boiling the blocks for five hours.

Figured on a basis of yearly service Preston Lansing Bins cost less than any other. They have no upkeep cost—no repairs, no painting, no shrinkage. And in appearance they are second to none.

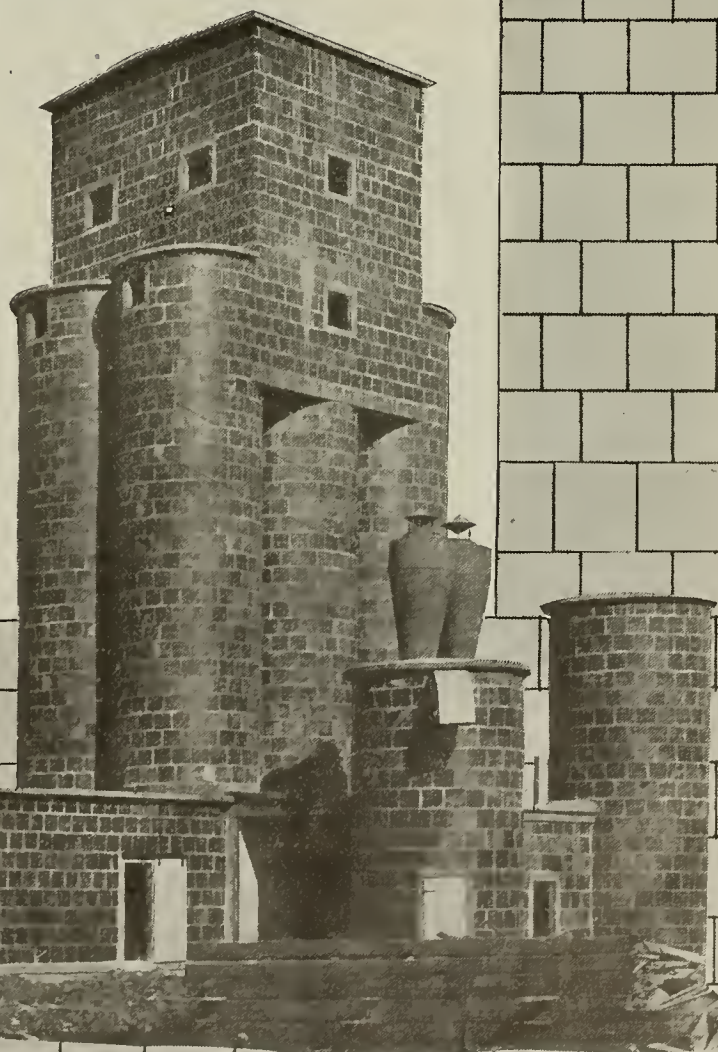
Write for catalog and prices.

J. M. PRESTON CO.

Dept. 426

Lansing, Mich.

Factories at New Brighton, Pa., Uhrichsville, Ohio, Brazil, Ind., and Fort Dodge, Ia.



Fireproof—Waterproof—Everlasting

CINCINNATI

The Central Distributing Point for Grain and Hay



Home of the Cincinnati Grain and Hay Exchange

A Few Reasons Why Shipments of Grain and Hay to Cincinnati Pay Best

First.—It has the "square deal" plugging system for hay.

Second.—It has reconsignment and transit privileges as well as other favorable points necessary to the most successful handling of grain or hay shipments.

Third.—As the terminal points for 200,000 miles of railways it is a convenient shipping point for the country dealer, and local buyers are enabled to distribute all products quickly and to best advantage.

Fourth.—The market embraces in its membership young, energetic, and capable grain merchants, who are at all times working indefatigably for the interest of their patrons.

Ship your grain and hay to any of the following representative and responsible grain merchants, all members of the

Cincinnati Grain & Hay Exchange

A. BENDER, Flour, Grain and Feeds
BINGHAM-SCHOLL GRAIN CO., Grain Exclusively
BROUSE-SKIDMORE GRAIN CO., Grain, Hay, Feed
W. L. BROWN & CO., Grain and Hay
COSTELLO GRAIN & HAY CO., THE JOSEPH F.,
Hay and Grain
THE D. O. CROSS CO., Grain, Hay, Mill Feeds
DE MOLET GRAIN CO., Grain and Hay

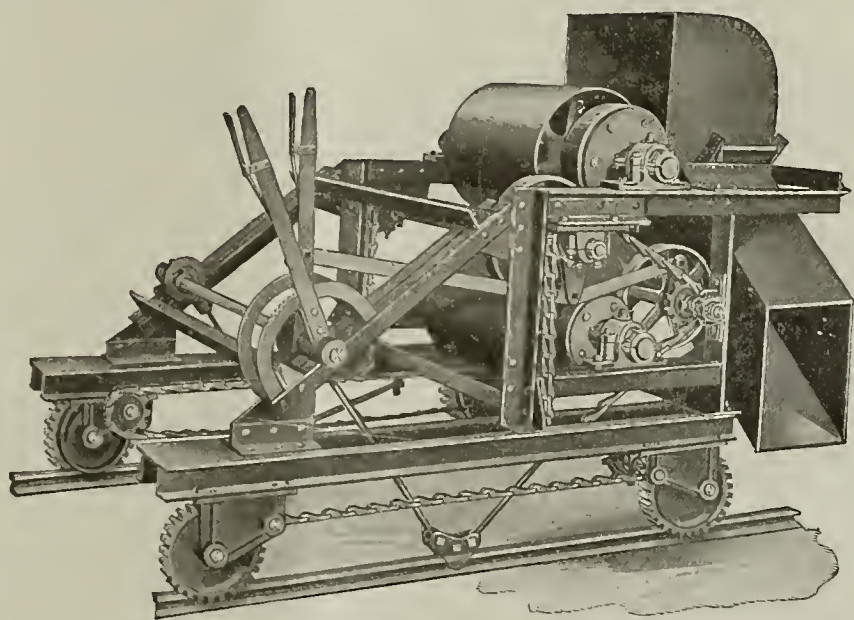
DORSEL GRAIN CO., Grain and Hay
EARLY & DANIEL CO., Hay, Grain, Feed
FITZGERALD BROS. CO., Grain and Hay
GALE GRAIN CO., THE A. C., Grain and Hay
DAN B. GRANGER & CO., Hay and Grain
MUTUAL COMMISSION COMPANY, Strictly Commission
THE NUTRITIA COMPANY, Feeds



Trade Mark of Quality

MODERN GRAIN ELEVATOR EQUIPMENT

WELLER HEAVY DUTY SELF PROPELLING TRIPPERS (PATENTED)



IN A CLASS BY THEMSELVES

Embodies features not found in any other
Fully protected by patents

Impossible for the belt to catch in the friction and
cause an accident

Large pulleys help to add to the life of the belt, while the wide clearance on each side of the belt and the arrangement of the double friction being such that it is practically impossible for the belt to catch in the friction.

Weller's Trippers are doing duty in some of the largest elevators. They have stood the test.

Every Elevator Should Be Equipped with Weller Continuous Grain Dryers and Coolers

FOR YEARS

The Weller Manufacturing Company have specialized in the design and manufacture of modern equipment—the better kind—for the mill and elevator.

It is a matter of pride with us that customers who have put Weller made equipment to the test when enlarging or building additions to their plants specify our goods.

Endurance Is the Test of Quality

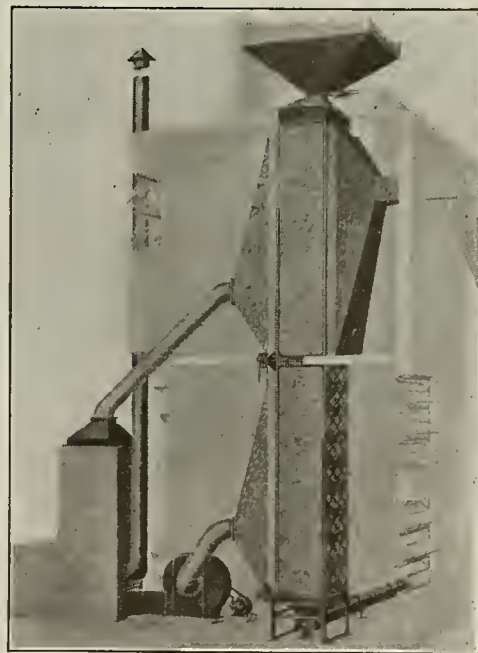
Weller Made Equipments Will Stand the Test

Send Us Your Orders for

Belt Conveyors, Drag Conveyors, Pan Conveyors, Ribbon Conveyors, Spiral Conveyors, Elevator Buckets, Bucket Elevators, Elevator Heads, Elevator Boots, Elevator Casings, Power Shovels, Distributing Spouts, Car Loaders, Car Unloaders, Car Pullers, Wagon Dumps, Truck Dumps, Grain Driers, Rope Drives, Friction Clutches, Pulleys, Hangers, Bearings, Gears, Weller Made Steel Chain, One Man Elevators.

Encourage the Farmer to come to your elevator and help your community by installing a Weller Continuous Grain Dryer and Cooler. Take care of the crop in off seasons when the damp, rainy, muggy weather sets in before the grain has matured. Many a farmer has been ruined and the elevator has lost money by not being properly equipped to take the moisture out of the grain.

The Weller Dryers and Coolers will do the work. They are built on scientific principles and will meet the requirements of the small country elevator or the large terminal houses and mills.



Weller Continuous Grain Dryers
Bulletin No. F101
"Scientific Methods of Drying Grain"
Sent on Request

WELLER MFG. CO. CHICAGO

New York

Boston

Baltimore

Pittsburgh

San Francisco

Salt Lake City



The Country Dealer Should Ship His Grain to Indianapolis

The market is centrally located.

It has the necessary railroad facilities.

It has good rebilling privileges.

It has an established record for giving the best prices on all grains.

It is the coming market for both hay and grain.

It is composed of men of ability, energy and integrity, very high in its personnel of membership, who are co-operating in every way to place and keep

Indianapolis Market at the Top

in all things looking to the promotion of the interests of its patrons

SHIP YOUR GRAIN AND HAY TO ANY OF THE FOLLOWING
FIRMS—ALL MEMBERS OF THE

INDIANAPOLIS BOARD OF TRADE

BIG FOUR ELEVATOR CO., Merchandisers of Grain

BINGHAM-HEWETT-SCHOLL CO., Grain Merchants

BELT ELEVATOR & FEED CO., Grain Commission

BERT A. BOYD GRAIN CO., Grain Commission

CLEVELAND GRAIN & MILLING CO., Grain Commission

THE EARLY & DANIEL CO., Grain Commission
Merchants and Buyers

WM. R. EVANS GRAIN CO., Brokers and Commission

P. M. GALE GRAIN CO., Grain, Feed

HEINMILLER GRAIN CO., Receivers and Shippers

HAYWARD-RICH GRAIN CO., Commission, Brokerage

LEW HILL GRAIN CO., Strictly Commission

H. E. KINNEY GRAIN CO., Receivers and Shippers

LAMSON BROS. & CO., Grain, Seeds

McCARDLE-BLACK CO., Grain Merchants

CARL D. MENZIE GRAIN & BROKERAGE CO., Brokers
and Grain Commission

MERCHANTS HAY & GRAIN CO., Hay, Grain, Feed

NATIONAL ELEVATORS, Every Branch of the Grain
Business

STEINHART GRAIN COMPANY, Grain Commission

URMSTON GRAIN CO., Grain Commission

FRANK A. WITT, Grain Commission and Brokerage

Wichita Interests Build for a Purpose

An Elevator for Kansas Millers Equipped with Morse Chain Drives to Insure Reliability in Performance and Economy in Operation

COMPETITION in the grain trade has been instrumental in forcing vast improvements in handling equipment. No industry is conducted on a smaller margin of profit than terminal operations in grain. This does not permit of superfluous pay rolls nor wasteful methods nor inefficient machinery. The operations are as nearly mechanical as it is possible to make them, but in their mechanical equipment competition demands the best. Unnecessary expense kills profits so the modern house is built to save at every turn.

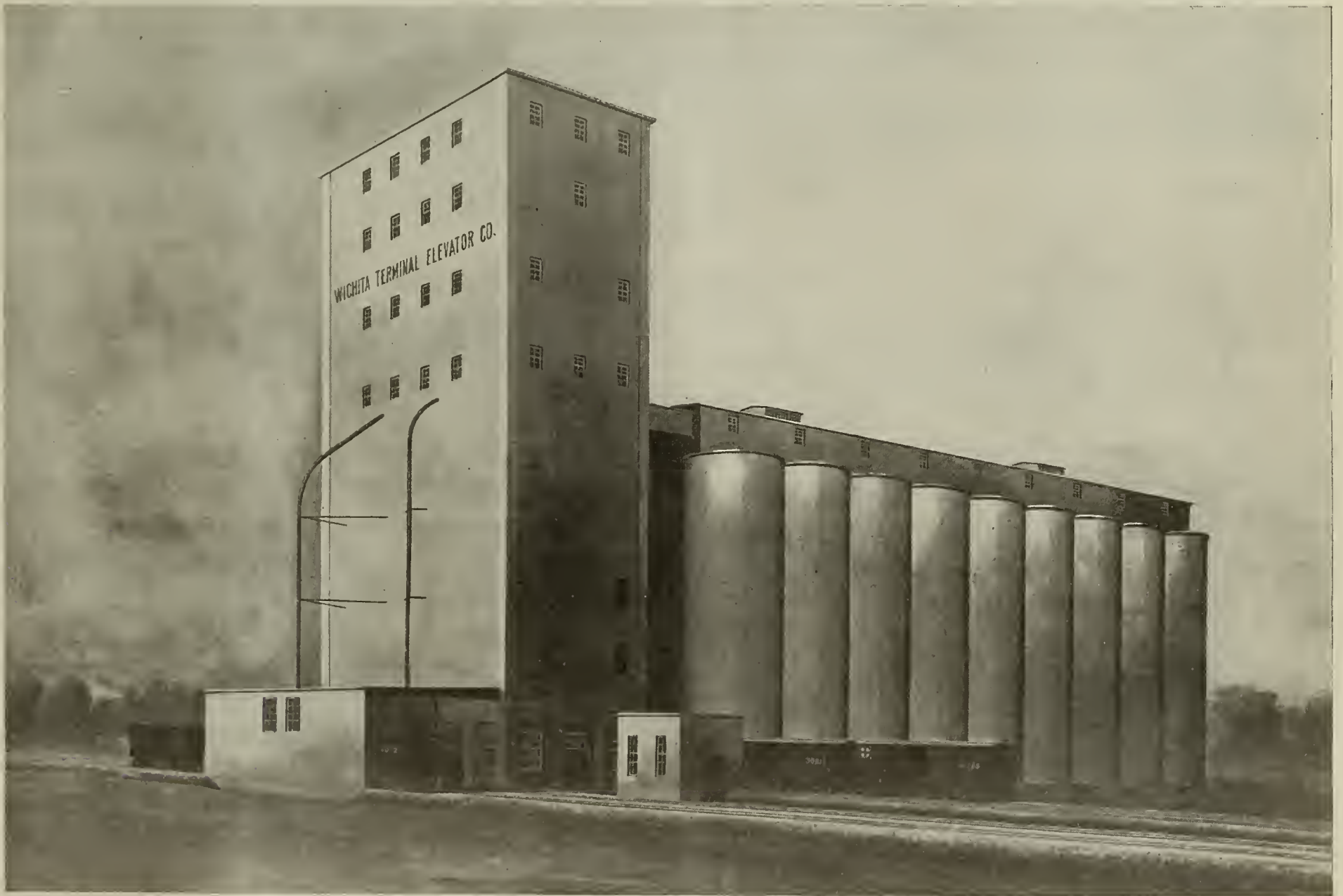
In 1916 a group of millers at Wichita, Kan., headed by Henry Lassen of the Kansas Milling

with the efficient elevators located at Kansas City. The elevator was completed in time to receive the new crop of 1917, and after three years' trial it has met the most hopeful expectations of the operators. It is well planned and well built. It is equipped to clean and handle grain speedily and efficiently. All of these things bear upon the operating cost, but when all is said and done, with mechanical equipment the final cost accounting depends primarily on the power factor, and the transmission of that power to the working parts.

These were the problems which gave the engineers chief concern and the success of the house

that needed watching every minute; what gain if a service cost were cheap but were interrupted at a critical time? A shutdown of but a short time might write off the profits for the year. No such contingencies were chanced at Wichita. The flow of golden grain from Kansas prairies to the mills must have no obstacle in its path. Nor should it be necessary that this vital point in elevator operation should give cause for anxiety to the owners. There was but one answer: Morse!

In plants of every description Morse Silent Chain Drives have for years been carrying power, without noise, without trouble, without expense. In a



WICHITA TERMINAL ELEVATOR AT WICHITA, KANSAS

Company, determined to build a terminal elevator at that point, to provide storage for some of the wheat of central Kansas which too often was sent to Kansas City and then had to be shipped back to the Kansas mills. There was need also for a transfer house at which small lots of grain could be gathered together near the source of supply and then distributed economically, and with a certainty that a mill could obtain the kind and the grade of wheat it wanted. To this end a 1,000,000-bushel elevator was decided upon and the John S. Metcalf Company was given the contract to design and oversee the construction of such a house.

No dictation was given as to the manner of house it should be, except that it must operate at a cost that would enable the miller owners to compete in every particular

tells the story of how well they were solved. Electricity could be purchased at Wichita for a reasonable price, and motors have been made safe even for dust-laden elevator service, so this type of power was determined upon. But still the problem was but half finished. There remained the transmission. It did not take long to decide, however: Morse Silent Chain Drives were installed throughout the house.

Not only because of their efficient delivery of power was this decision made. The factors of upkeep and dependability were also considered. What would it profit to have a transmission equipment

hundred difficult tests of long duration they have proved their worth. A reputation has been firmly established among leading engineers and power users, and trial in every case has confirmed this high repute.

In the Wichita plant there are 20 motors with Morse Drives, delivering 590 horsepower to the machines, elevators and conveyors. Through the three years of their operation they have performed every duty without a halt. Millions of bushels have been handled and not for a moment has there been trouble or delay from any one of the well built, noiseless Morse Drives. This is the final test

of transmission service. Its value cannot be fully determined at the time of installation, but only after years of trial. Then is when Morse Drives show their superiority. —Advertisement.

MORSE CHAIN CO.

ITHACA, N. Y.

Engineering Sales Offices in Principal Cities



AMERICAN MILLING COMPANY'S PLANT, PEORIA, ILL.

Modern, 500-600 bushels per hour corn degerminating unit, also, the largest and most complete combination stock and poultry feed plant in the world, having a capacity of 40-50 cars per day.

Modern in design and especially flowed for maximum output with minimum amount of power and operating expenses and no waste.

The equipment which is Monarch throughout, is of special heavy design, ball bearing machines—either direct motor connected or belted to individual motors.

With their thirty or more brands, viz: molasses, dairy, horse and hog feeds, hen scratch, chicken and pigeon feeds, dry poultry mashes, dry hog and dairy feed, calf meal, etc., they can furnish their trade with anything required in the line of feeds.

SPROUT, WALDRON & COMPANY

Complete Plants

The Monarch Mill Builders

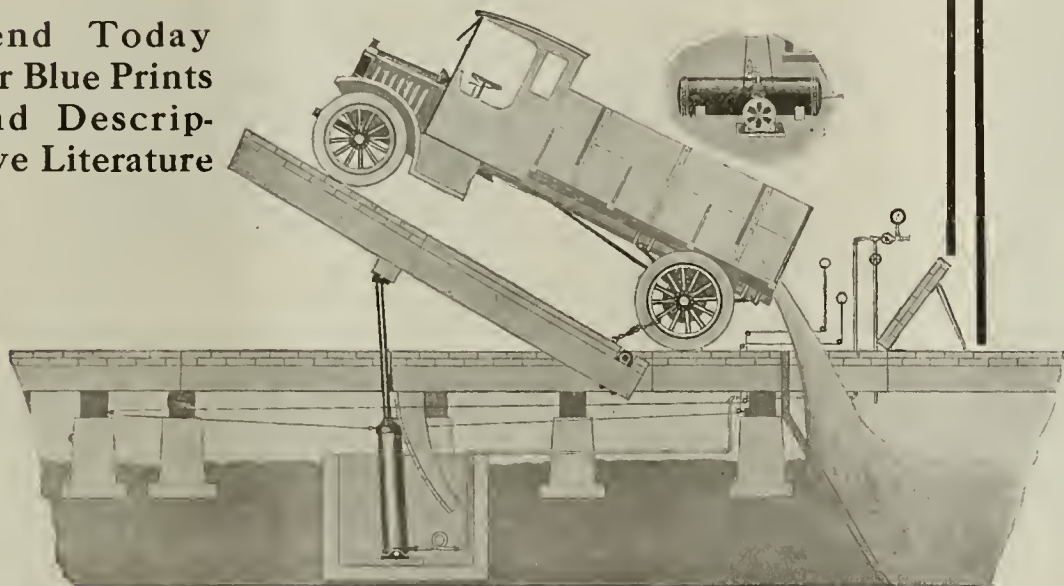
Individual Machines

Main Office and Works:
MUNCY, PA., P. O. Box No. 300

Chicago Office: No. 9 SOUTH CLINTON STREET.
Kansas City Office: 102 NEW ENGLAND BLDG.
Minneapolis Office: 407 FOURTH STREET SOUTH

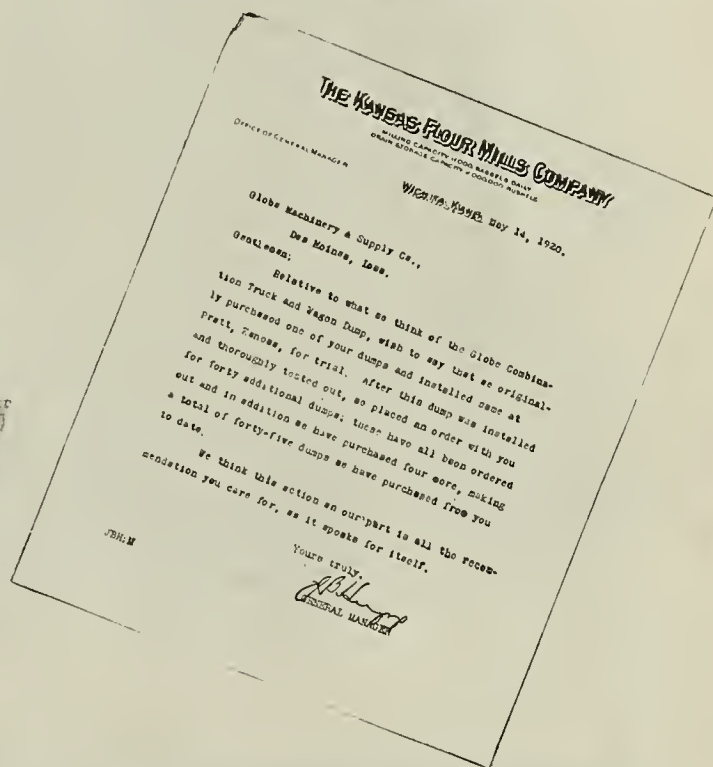
Globe Combination Auto Truck & Wagon Dump
SIMPLE - RELIABLE - PRACTICAL
(SPENCER PATENTS FEB. 1919)

Send Today
for Blue Prints
and Descriptive
Literature

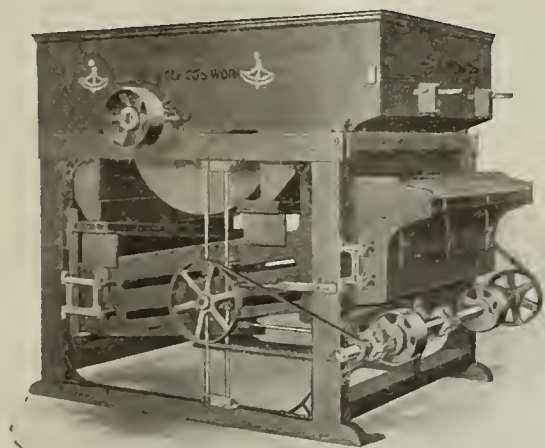


Manufactured by
Globe Machinery and Supply Co.
Des Moines, Ia.

Bought One—
Then Forty—
Then Four More



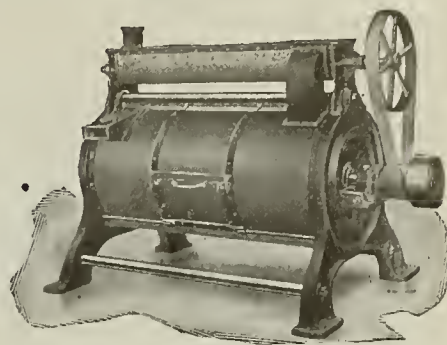
Their Experience the Experience of
Every Globe User. Our Users Are
Our Best Salesmen.



SAFEGUARD WHEAT BUYING

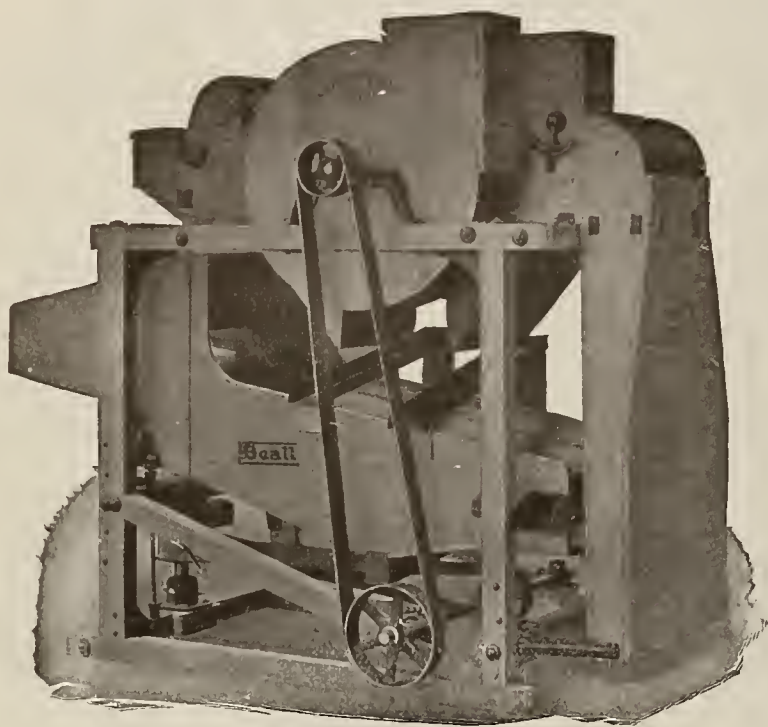
Buying wheat requires greater business tact than selling your flour and feed. If you pay only for good, sound wheat berries you can get a good yield of high grade flour. This is the rock base of good milling business.

But to safeguard the buying of wheat, you must not pay for unsound grain and expect to mill a high grade flour. The Wolf Elevator Receiving Separator guarantees you dollar for dollar. It handles the grain rapidly and economically. Has a perfectly even distribution of the grain at all times; large sieve area, proper pitch and speed and above all the accurate air separations. All dust and fine impurities are blown into a dust collector; the foul weed seeds and foreign material screened out and only the proper grain goes to the bin.



No Separator, scourer or brush machine will remove from the germ, crease and beard of the wheat berry, those smut spores, nematode galls, and other bacteria and fungi which harm the flour and reduce its nutritive value. If you wish to reduce the ash content, richen the color, raise the nutritive value of your flour and guard against baking failures, read Bulletin 77-M and then study Bulletin 94-M and you will be surprised how easily you can produce the cleanest, most wholesome flour and thereby greatly increase your profits.

THE WOLF COMPANY
Chambersburg, Pa.



Built in ten sizes

Beall

THE MARK OF QUALITY

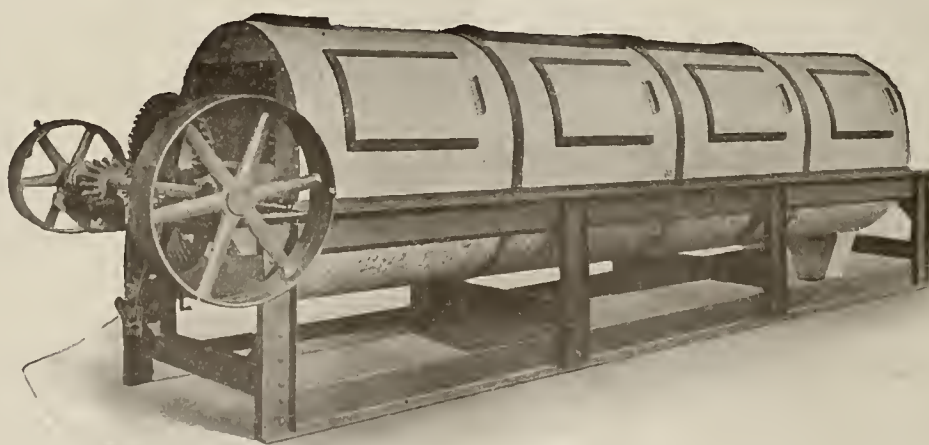
The Beall Warehouse and Elevator Separators

are gaining friends with each passing season. No better machines for this class of work are procurable anywhere. We have been experiencing an excellent demand for the Separators. We can assure prompt shipment. Write today.

THE BEALL IMPROVEMENTS CO., Inc.
Decatur Illinois

The ELLIS ROTARY DRIER

BALL BEARING



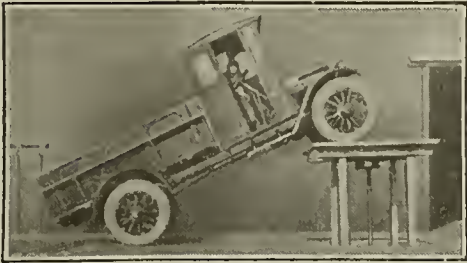
No. 3 Type "A" Rotary Drier

Examine the above untouched photo of a No. 3 Type "A" Ellis Rotary Drier used for drying meal, grits, etc., and note its sturdy, clean cut appearance. If you appreciate good machinery you will be interested in this drier.

Specify the Ellis in your next requisition.

The Ellis Drier Company, 332 South La Salle St., Chicago, U. S. A.

A TRAPP COMBINATION Truck and Wagon Dump



Would give you just exactly the kind of efficient dumping service you need at your elevator. You could have it installed without interfering with the receipts of grain from your patrons; and the farmers in your community would certainly appreciate your adoption of a modern method of dumping their trucks with all danger of injury and accidents eliminated.

Trapp Dumping Systems

are essentially safe and you would have no damage to any trucks caused by dumping them with the TRAPP DUMPING SYSTEM. You should order a TRAPP COMBINATION DUMP AT ONCE because you will absolutely have to install some kind of a special dump to handle the trucks of varying length and weight that bring grain to your elevator. More of your patrons all the time will buy auto trucks, yet there will always be farmers in your county who will haul their grain in wagons. If you have a TRAPP COMBINATION DUMP installed at the beginning you can take care of all these vehicles, both truck and wagons with equal facility, equal speed, and perfect safety. You should investigate the facts AT ONCE. WRITE and get our circulars, prices, and full details.

READ WHAT SOME OF OUR SATISFIED BUYERS SAY

about their TRAPP DUMPING SYSTEMS. Read the long list of installations we have made in Line elevators. The TRAPP DUMP is the best one available for your purchase today and you should decide AT ONCE to get one. WRITE TO THE FACTORY DIRECT.

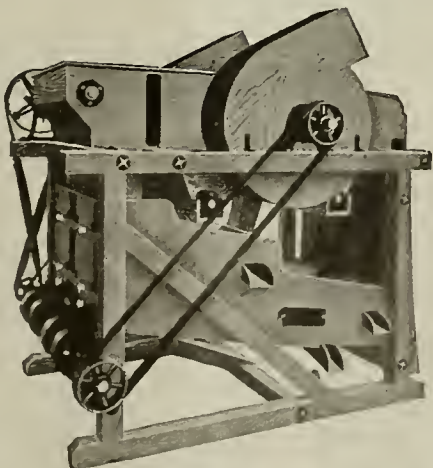
Trapp-Gohr-Donovan Company

SOLE MANUFACTURERS

1125-27-29 North 22nd Street

OMAHA, NEBRASKA.

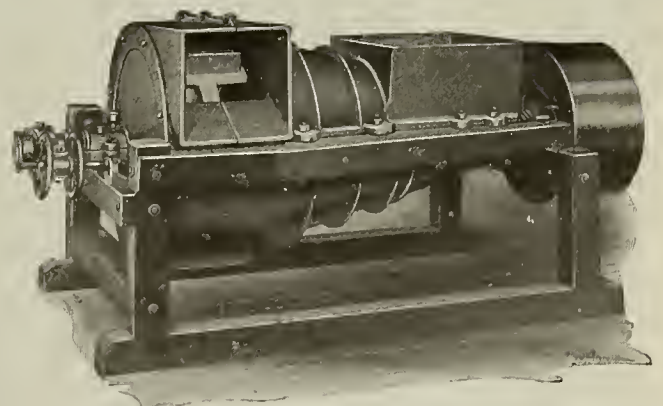
Be Just As Particular About Your Machinery Equipment As About Your Elevator



U. S. Twin Shoe Receiving Separator



Constant
Safety
Ball-Bearing
Man-Lift



U. S. Corn Sheller

Grain dealers customarily select their grain elevator builder with great care, to insure a well constructed, fire-proof building that can be depended upon for service during the years to come.

Then they go out and buy the first machinery that comes to hand, perhaps giving price the first consideration—giving little attention to its economic operating qualities or stability and such like characteristics.

Poor machinery equipment will mar the best elevator ever built. Therefore, how important it is to select the right machinery for your new house.

The most discriminating buyers, the most successful operators have for years selected CONSTANT MACHINERY. It's dependable, and unequaled for grain elevator service. Let us know your requirements.

B. S. CONSTANT MANUFACTURING CO.
BLOOMINGTON ILLINOIS



"Tropical" Cementkote Protects this Modern Elevator

The Delwood Elevator of the Archer Daniels Linseed Co., Buffalo, N. Y., is kept water and damp-proof by "Tropical" Cementkote.

Cementkote thoroughly penetrates the millions of pores in concrete. This absolutely waterproofs the concrete and prevents absorption. Thus no moisture can reach the grain.

Cementkote does not peel, chip or crack. It looks well and will last for years.

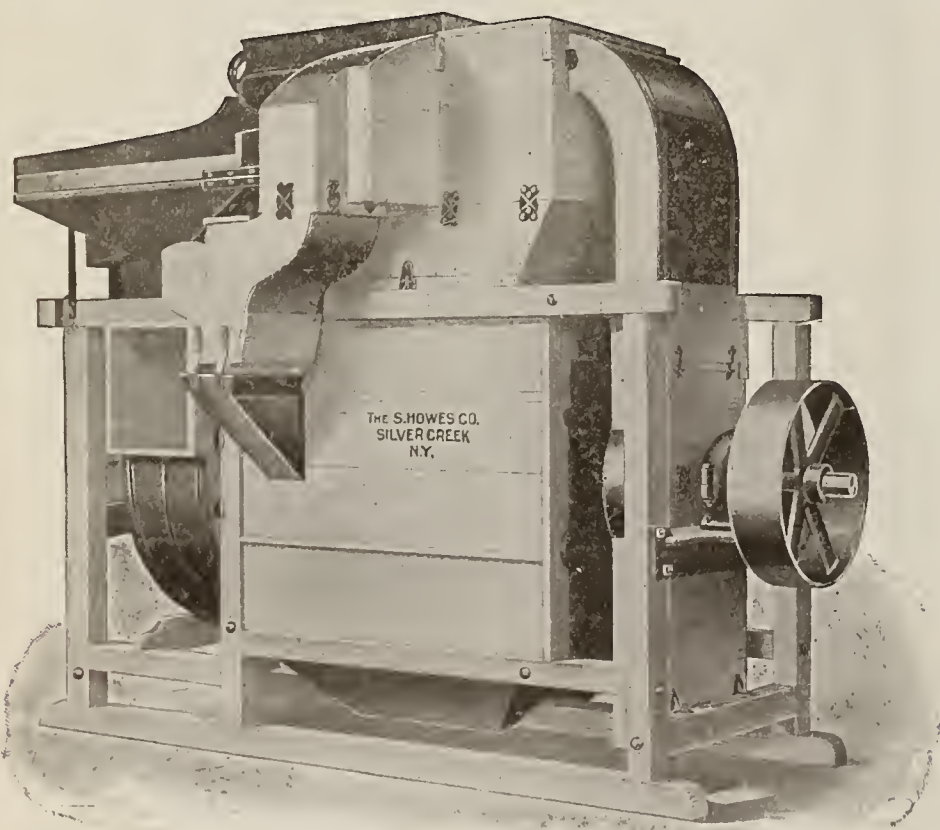
Your copy of "Tropical" Paints for Grain Elevators is ready. Just sign your name and address on this ad.

THE TROPICAL PAINT & OIL CO., CLEVELAND, OHIO



TROPICAL

Paints—Enamels—Roofing Materials



Prepare for a lot of RUSTY OATS this fall

The best remedy is the
"EUREKA"
OAT CLIPPER

For Prices and Further Information Address

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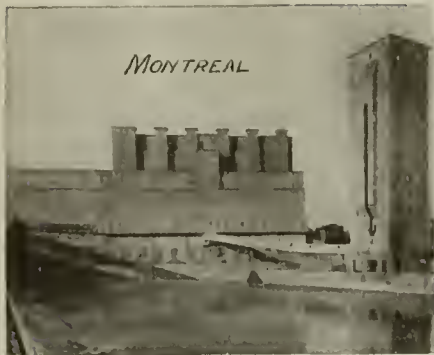
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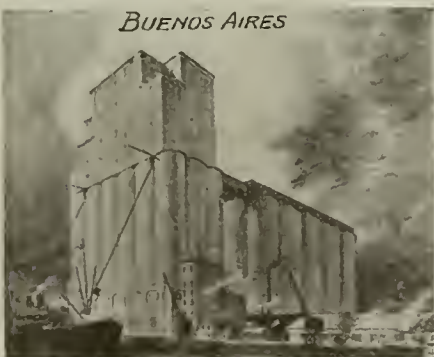
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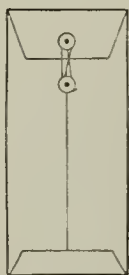
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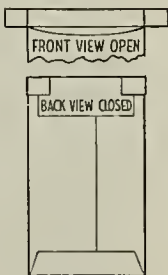


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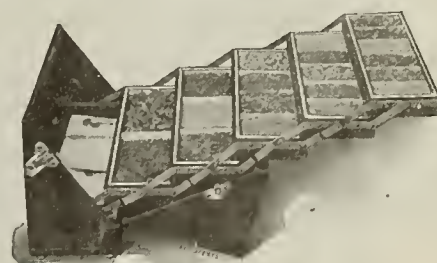
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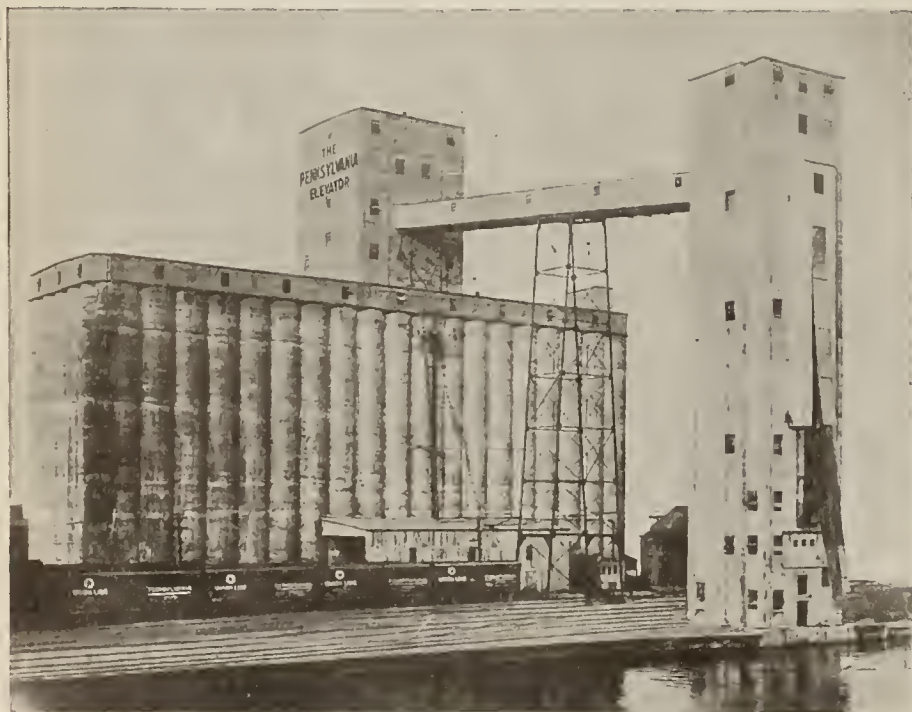
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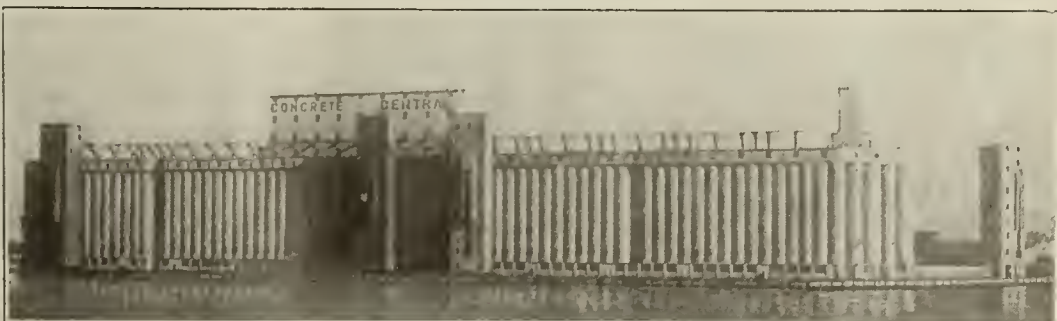
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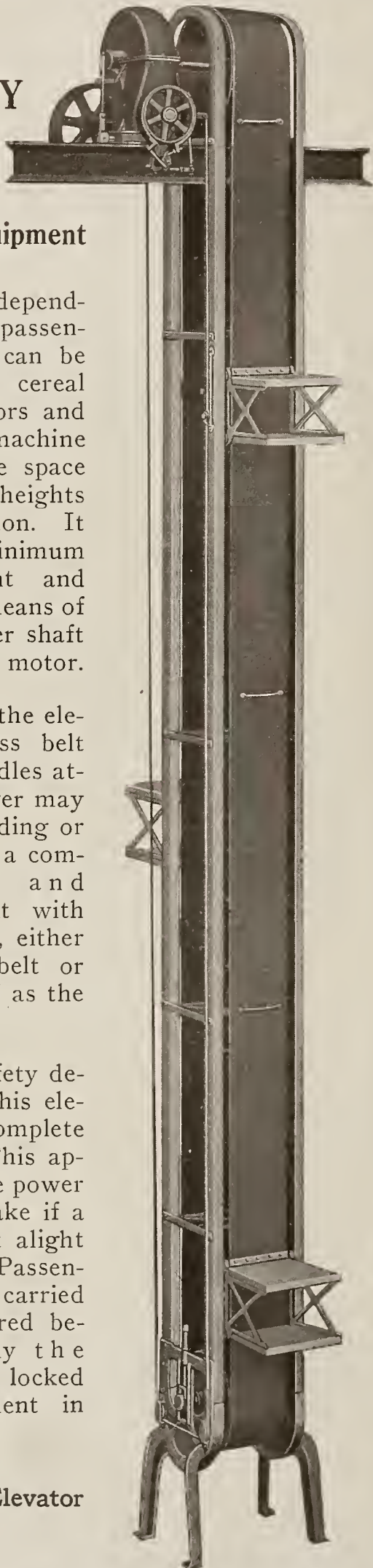
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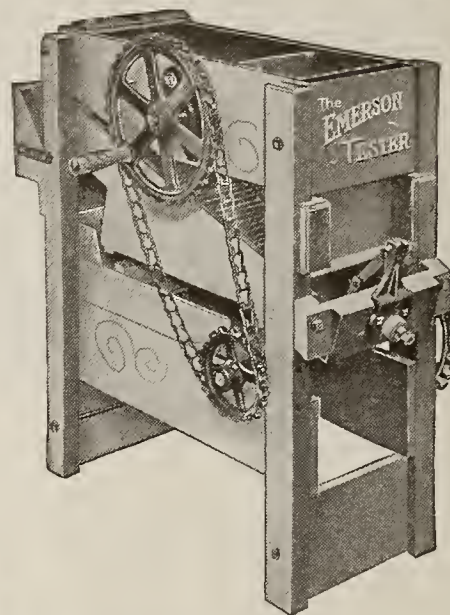
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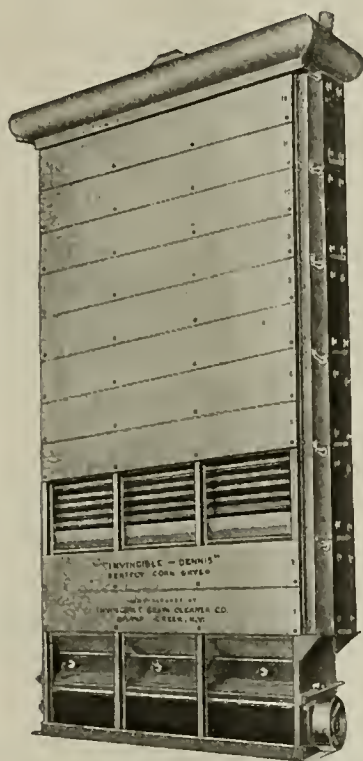


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Ask the miller who is using the "BAUER" Ball Bearing Attrition Mill and who has operated other makes.

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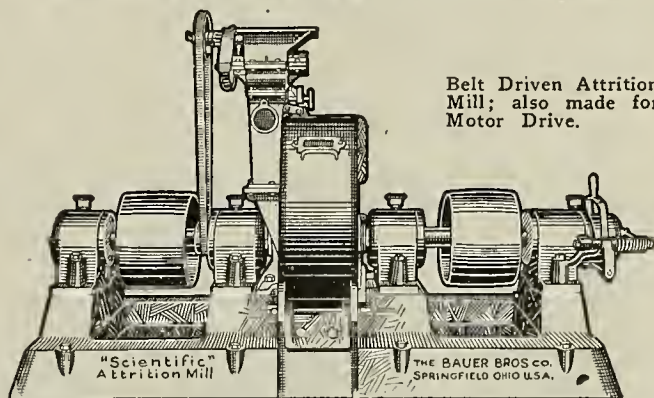
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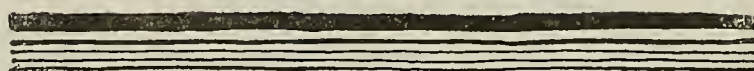
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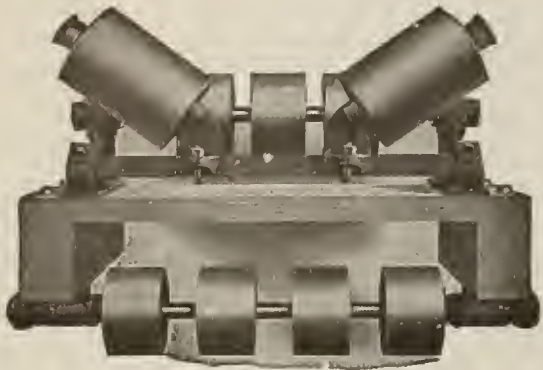


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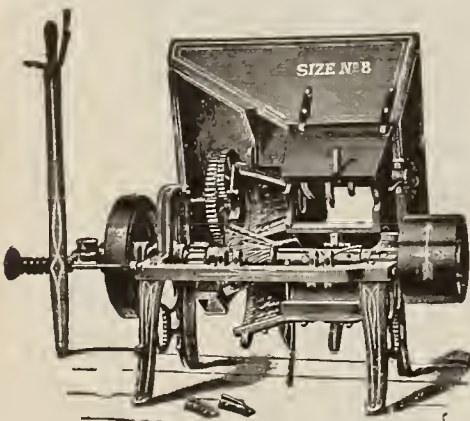
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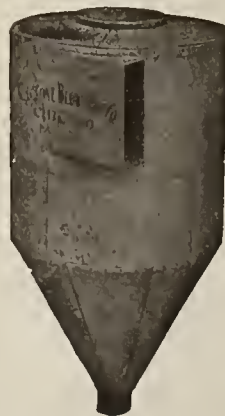
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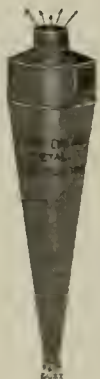
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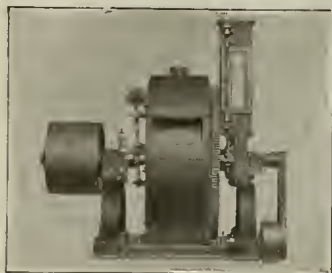
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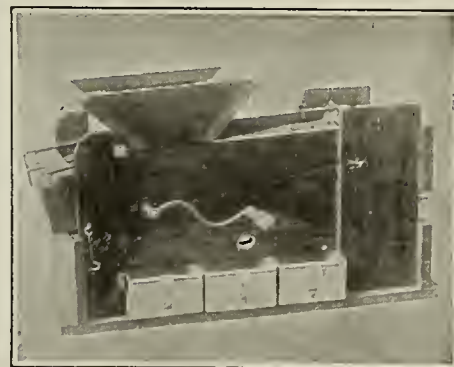
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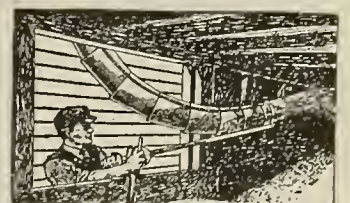
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with an**Englehart Loader**Even loading from end to end may
save expense of reinspection. A few
loadings pay for it in savings.

The Englehart Loader

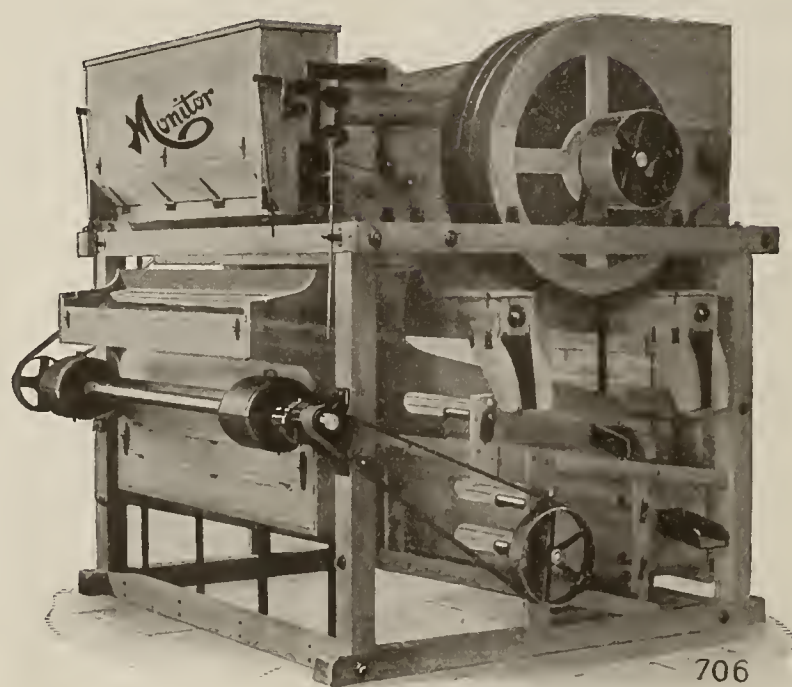
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408 Corn Exchange Minneapolis, Minn.

YOU CAN NOW GET QUICKER DELIVERY OF MONITOR MACHINES

An addition to the Monitor works is just about completed. This will add to the number of machines produced daily greatly and put us in shape so that our shipments will be reasonably prompt.

We thank the many grain men who have been so patient during the past and shall try and keep the output up to the demand which has been so heavy for so long a time.

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SILVER CREEK, N. Y.

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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year. English and Foreign subscription, \$1.75 per year.

Established in 1882.

VOL. XXXIX.

CHICAGO, ILLINOIS, NOVEMBER 15, 1920

NO. 5

Quaker Oats Company Completes New Plant

Installation of Complete Equipment for Manufacturing and Handling Full Line of Prepared Feeds for the Southern and Eastern Trade

THE city of Memphis, Tenn., has made rapid growth during the past few years as an important center for the manufacture and distribution of feeds of various character. It has unusual natural advantages. Shipping facilities in any direction are all that could be desired and raw material such as grain and molasses are of easy access. It is not a matter of surprise therefore that The Quaker Oats Company of Chicago and other market centers should have chosen Memphis as the site for its new large feed mill and

It has a mixing conveyor in the basement connected by tunnel with the feed mill, and at the end of the warehouse is a large cistern for supplying the fire pump in the transformer house.

The feed mill is of brick, of mill construction. Its dimensions are 60x73 feet with five stories and basement. The mill is equipped with all necessary machinery for the manufacture of all The Quaker Oats Company's well known brands of feeds which include scratch feeds and molasses feeds.

Warehouse No. 2 is 60x98 feet and houses a large

hour capacity. From this leg grain can be carried either to the Hess Drier, the distributing spout which reaches all bins and to an 18-inch screw conveyor for delivery to all storage tanks and car loading spouts.

A transfer elevator leg receives grain from all bins in the work house by spout, and from the storage tanks by means of two 24-inch belt conveyors. This transfer leg discharges same as the receiving elevator leg.

In the basement there is located a Barnard &



NEW FEED PLANT OF THE QUAKER OATS COMPANY AT MEMPHIS, TENN.

grain elevator plant which is shown in our illustration. The contract for the new plant, both in design and construction, was placed with the Leonard Construction Company, with principal offices in the Powers Building, Chicago.

The buildings comprise from right to left, warehouse No. 1, warehouse No. 2, the feed mill, elevator workhouse, storage tanks, and just in front of these the boiler house and transformer house. Work was started on the buildings in January of this year and finished the present month. They are located directly on the Frisco Railroad with switching facilities to the Illinois Central Railroad.

Warehouse No. 1 is 112x500 feet on the ground plan and built of brick with concrete foundation.

molasses tank in the basement. It is for storing manufactured feeds ready for shipment and has shipping tracks on both sides.

The work house of the elevator is 30x60 feet and 130 feet high. A 50,000-gallon tank is located in the top of the building which supplies the sprinkler system of the plant. The work house is equipped for receiving, shipping, cleaning, mixing and storing grain. A track shed 34x88 feet is built on the feed mill side and a 120-ton 2-section dead center track scale is installed for weighing incoming and outgoing grain. The equipment further includes power shovels for unloading grain into track hopper which discharges onto a 24-inch belt conveyor delivering into receiving leg of 7,500 bushels per

Leas No. 156 Separator from which the grain is taken by an elevator with 12x7 buckets and delivered to the drier or any of the scratch grain bins. The cupola contains a McDaniel Angle Screen Separator. The Hess Drier, located in the work house, has a capacity of 500 bushels per hour. All grain entering the drier is first run over a No. 141 Eureka Receiving Separator which discharges into an automatic scale. This keeps a record of the grain going into the drier. Under the drier is a 2,000-bushel garner which discharges into the cleaner elevator leg. This leg carries it to the cupola where it is weighed through another automatic scale. Grain going to the feed mill is carried by three 9-inch screw conveyors through a

tunnel underneath the track shed. All scratch grains are carried to mill by screw conveyor through the bridge. The house is equipped with a Cyclone Blow Pipe Company complete dust collecting and sweep-er system which includes the blowing of the screen-ings from the Barnard & Leas Separator to a cyclone in the feed mill. The equipment of the work house also includes a passenger elevator. The capacity of the house is 70,000 bushels.

The grain tanks, like the work house, are built of reinforced concrete. They are 15 in number, each 13 feet, 6 inches in diameter and 90 feet high. They afford a capacity of 170,000 bushels.

The power house, as well as the transformer house, has brick walls with steel roof covered with cement tile. All windows in work house, boiler house and transformer house are of steel sasb. The dimensions of the boiler house are 44x51 feet and that of the transformer house 33x38 feet. A special feature of the plant is the workmen's building, which contains lockers, washrooms, show-ers and lavatories arranged especially for the con-venience of the employes.

All the elevating, conveying and transmission machinery for the workhouse and storage tanks was furnished by the Weller Manufacturing Com-pany of Chicago, Ill. The sheet metal work was supplied by the Sykes Company of Chicago. B. F. Goodrich Rubber Company of Akron, Ohio, fur-nished the rubber belting.

USE WATER TRANSPORTATION

At no time in the history of the country has so much attention been paid to water transportation facilities. And it is high time, for the increased freight rates are a burden, nor can the railroads adequately handle the tonnage that is offered.

Some idea of the saving which can be effected by using water carriers, is illustrated in the table be-low, which was computed in the effort to interest shippers in the New York State Barge Canal.

Additional principal points to which through lower than rail rates apply and to which through bills of lading are issued are Aberdeen, S. D.; Anaconda, Mont.; Ashland, Wis.; Billings, Mont.; Bismarck, N. D.; Breckenridge, Minn.; Butte, Mont.; Colfax, Wis.; Calumet, Mich.; Chippewa Falls, Wis.; Crookston, Minn.; Eau Claire, Wis.; Ely, Minn.; Fargo, N. D.; Fergus Falls, S. D.; Grand Forks, N. D.; Great Falls, Mont.; Hancock, Mich.; Helena, Mont.; Houghton, Mich.; Hubbell, Mich.; Henderson, Minn.; International Falls, Minn.; Lewiston, Mont.; Mankato, Minn.; Miles City, Mont.; Minnesota Transfer, Minn.; Minot, N. D.; Missoula, Mont.; Moorhead, Minn.; Ottawa, Minn.; Portland, Ore.; Rochester, Minn.; Seattle, Wash.; St. Cloud, Minn.; Sioux City, Iowa; Sioux

in France and the colonies. The price is not stated in the bill, but it is understood that 90 francs per quintal will be paid, as against 75 francs, the fixed price at present.

SOUTH DAKOTA FARMERS BUILD WELL

When the old elevator of the Farmers Co-oper-ative Association, Inc., of De Smet, S. D., burned on the twenty-first of last December, it took just long enough for the directors to get together to



PLANT OF THE FARMERS CO-OPERATIVE ASSOCIATION, DE SMET, S. D.

decide to rebuild, on a larger scale, and with a house which would be a credit to the company and the community, and which would adequately han-dle the large volume of business which is done each year.

While the fire occasioned a considerable loss, that did not deter the company from going ahead, for since its organization in 1904 the company has operated successfully and has made an important place for itself in De Smet and the country around.

and the farmer stockholders of the company have good reason for their pride in the appearance of the plant.

Across the driveway from the plant is the of- fice and warehouse. The office is a light, well ventilated building with an extensive skylight. It is well furnished and equipped with all the neces- sary appliances to take care of the business details of the company.

The elevator is equipped with a grain cleaner of large capacity, a Globe Truck Dump, two 10-ton Howe Scales and one automatic scale in the cupola. The power is electric, the current coming from a central power station. Five Fairbanks-Morse Motors deliver the power, three of 10 horsepower, one of 7½, and one of 2 horsepower. The total capacity of the house is 35,000 bushels, and it is efficiently designed to handle both incoming and outgoing grain in a rapid manner.

WATCHFUL WAITING IN CANADA

Replying to the pleas that have been made to the Government for the re-establishment of Govern- ment control in the marketing of wheat, says the Canadian *Journal of Commerce*, Sir George Foster, minister of Trade and Commerce, has issued a statement in which he says that the Government is watching the various purchasing systems em- ployed, and marketing conditions generally, in this and other countries, and is ready to take steps to ensure the fair marketing of Canadian wheat should a situation similar to that of last year de- velop again. Discussing the reason why wheat this year is selling at a lower figure than in 1919, and the contention of Mr. Wood, the president of the Dominion Council of Agriculture, that it was because Great Britain and other nations were work- ing together to get the wheat at the lowest pos- sible price, while Canada and the United States, as selling nations, were taking no intelligent action to get the best possible price, Sir George Foster says that that contention will not bear analysis, and adds that if the Board were to be re-eslab- lished as last year, a Canadian embargo on both the export and import of wheat would presumably have to follow, that with the United States market open and the Canadian market under control, the tendency would be to freer purchasing in the American market and the consequent stopping- back of the Canadian wheat movement.

EXTENDS CORN BORER QUARANTINE

In accordance with an order signed by the Acting Secretary of Agriculture, the Federal quarantine against the European corn borer has been extended to include additional towns in Massachusetts, New Hampshire, and New York. In Massachusetts the towns are New Bedford in Bristol County, Sherborn in Middlesex, and West Bridgewater in Plymouth County; New Hampshire—Portsmouth and Rye in Rockingham County; New York—Knox in Albany County, Arkwright, Portland, Villenova, and West- field in Chautauqua County, and Tonawanda in Erie County.

This action by the Department of Agriculture supplements former quarantine orders against cer- tain parts of Massachusetts, New Hampshire, New York, and Pennsylvania, to prevent interstate ship- ment of carriers of the corn borer. No restric- tions are placed upon shipments from points in the quarantined states, outside infested areas.

The articles specifically covered in the quar- antine are corn and broom corn including all parts of the stalk, oat and rye straw as such or when used as packing, and some green vegetables and flowers. The restrictions do not apply to shelled corn and clean seed of broom corn, or to other articles after they have been manufactured or processed in such way as to eliminate risk of carry- ing the corn borer.

All the articles covered may be moved interstate to points outside the infested area only after they have been inspected by the United States Depart- ment of Agriculture and certified to be free from the corn borer.

COMPARISON OF CLASS RATES (IN CENTS PER 100 POUNDS) FROM NEW YORK TO PRINCIPAL WESTERN POINTS

TO	First	Second	Third	Fourth	Fifth	Sixth	R. 25	R. 26
BUFFALO—								
All rail	86.0	75.0	60.0	41.5	35.0	28.5	63.5	48.5
Canal and lake.....	50.0	44.0	36.5	25.0	20.5	17.0	37.5	29.0
What you save.....	36.0	31.0	23.5	16.5	14.5	11.5	26.0	19.5
CLEVELAND—								
All rail	112.0	98.5	75.0	52.5	45.0	37.0	84.0	60.0
Canal and lake.....	91.0	82.0	62.5	42.5	36.5	31.5	69.5	49.5
What you save.....	21.0	16.5	12.5	10.0	8.5	5.5	14.5	10.5
DETROIT—								
All rail	123.0	108.0	82.0	57.5	49.0	41.5	91.5	66.0
Canal and lake.....	102.0	91.0	69.5	47.5	40.5	35.5	77.0	55.5
What you save.....	21.0	17.0	12.5	10.0	8.5	6.0	14.5	10.5
DULUTH—								
All rail	216.5	188.5	143.5	100.0	86.5	72.0	160.0	114.5
Canal and lake.....	129.5	116.0	88.0	62.5	52.0	44.0	98.5	70.5
What you save.....	87.0	72.5	55.5	37.5	34.5	28.0	61.5	44.0
MINNEAPOLIS AND ST. PAUL—								
All rail	216.5	188.5	143.5	100.0	86.5	72.0	160.0	114.5
Canal, lake and rail.....	151.5	134.5	101.5	70.0	58.5	48.5	114.0	80.5
What you save.....	65.0	54.0	42.0	30.0	28.0	23.5	46.0	34.0

Water rates include marine insurance.

Falls, S. D.; Spokane, Wash.; Stillwater, Minn.; Superior, Wis.; Valley City, N. D.; Virginia, Minn.; Watertown, S. D.; Winnipeg, Man.; Vancouver, B. C.

A RECENT report from France states that 75,000,000 quintals of wheat will be produced in that country this year, enough to meet the normal re- quirements. A bill has been approved empowering the Government to purchase the entire wheat crops

In addition to the 400,000 to 500,000 bushels of grain of various kinds which it handles each year, the company deals in flour, feed, salt, coal, twine and lumber.

The new elevator was started in March and was completed in time to take care of the first new crop grain brought to market. The house consists of a workhouse, four cylindrical storage bins and 11 other bins, all in a monolithic structure of rein- forced concrete. It can be seen for miles around

The Port of Boston

The Facilities of Boston as Applied to the Grain Trade and Some Advantages it Enjoys Over Other Ports

By L. C. BREED

BOSTON, as a member of the American North Atlantic group, has strong natural advantages. In the first place, it is nearer European ports than its principal rivals. The result of this situation is that the operating expenses of an ocean trip are less to and from any of the other ports. With operating expenses necessary to make 14 runs to or from New York, for example, 15 runs

There is a wide spread between the volume of traffic that might geographically be expected to move via Boston and the volume that actually so moves. The determining factor is not nearness to European ports, but inland rates, speed and frequency of railroad service from the interior to the Seaboard.

The port of Boston has been built up largely by



MYSTIC ELEVATOR, CHELSEA VIADUCT, CHARLESTON, MASS.

could be made to or from Boston. With five ordinary freight steamers a weekly service can be maintained between Boston and Liverpool; it would take six to maintain a weekly service between Baltimore and Liverpool. Boston's harbor is close to the open sea. Boston Light is only an hour from the steamship piers. This compares with two hours from the New York piers to Sandy Hook. Boston's advantage is far more striking compared with Philadelphia, 90 miles up the Delaware River; Baltimore, a day's sail up Chesapeake Bay; and Montreal, 1,000 miles up the St. Lawrence.

A feature of importance to be considered, is the fact that the "turn around" of a vessel—meaning docking, unloading, repairs and loading—in Boston averages but 12 days, as compared with 31 days in New York City. Other Atlantic ports, while more favorable than New York City in this regard, do not come at all near to Boston.

From the sea, there is a channel 35 feet deep at low water, with a minimum width of 1,200 feet. This compares with a 40-foot channel at New York, and a 30-foot channel at Baltimore, Philadelphia, Portland and Montreal. Once a ship is in Boston harbor, it finds all the facilities for handling and sheltering its cargo, inbound and outbound. There are large covered piers with railroad tracks on them so that cars can come alongside the vessel. The warehouses are conveniently located with respect to oversea terminals. In Boston are grain elevators of modern construction with a total capacity of around 2,500,000 bushels.

Boston is the rational port of overflow, especially for the surplus of Canadian grain and grain products which Montreal cannot wholly handle in the summer, and which the Canadian winter ports of Halifax and St. John can still less handle when the St. Lawrence is frozen.

Notwithstanding these advantages, Boston's warehouses are not kept filled. Much of the capacity of its grain elevators stands continually empty.

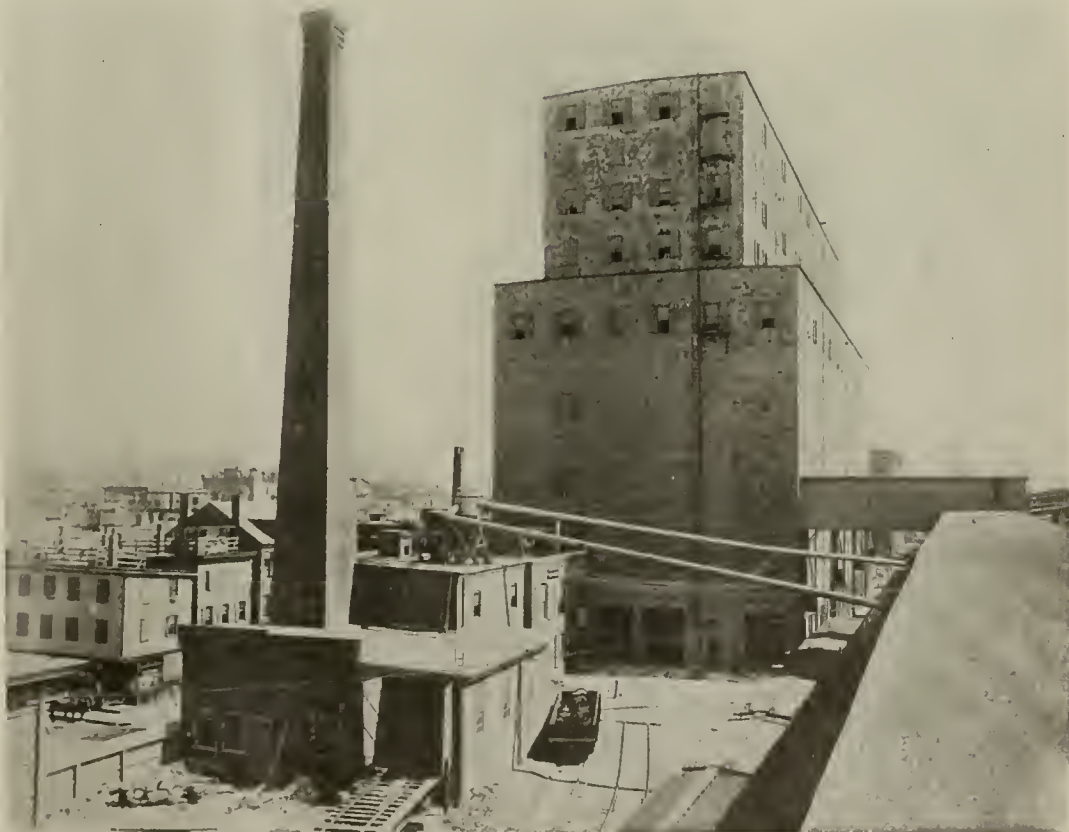
the Boston & Albany and the Boston & Maine Railroads. The Boston railroads attracted steamship lines to this port by free piers, and a general understanding to work in cooperation for each other's welfare. For the rate to Boston, no matter from

New England carrier gets as its proportion of through rates to the West is small, and the trouble with Boston's import business to the West is not in terminal service, but in rates.

The Waterways Commission is building the largest dry dock in the world on State-made and owned land in South Boston at a cost of over \$3,000,000.

Of Boston elevators the largest is that owned by the Boston & Albany Railroad at Grand Junction Wharves, Marginal Street, East Boston, and operated by the New York Central Railroad Company. It is of fireproof steel construction enclosed with brick and terra cotta. Total capacity is 1,017,191, but 700,000 to 800,000 bushels working capacity. The equipment is one dryer, capacity 15,000 bushels, using three heating sections per 10 hours; and five cleaners, capacity 5,500 bushels per hour each. The rate of loading from cars to elevator is 15,000 bushels per hour on each side of each pier, but not more than 40,000 bushels per hour total from elsewhere. Ample fire protection is provided. Storage for 14 cars inside. The terminal yard has a capacity of 279 cars. The East Boston piers Nos. 2, 3 and 4, have conveyors on both sides. October to December are the wheat months, corn in the spring, oats in fall, and flax and barley are varied.

The second elevator, Elevator "B," at the Hoosac Tunnel Docks, is operated by the Boston & Maine Railroad. This elevator was constructed in 1898, and is in good condition. It is steel construction with terra cotta tile outside and bin walls and concrete floors. It is 260 feet long, 84 feet wide, and 161 feet high. Six conveyors to top of building, then down through hopper room, scale room to distributing room of 121 bins containing 2,000 bushels to 10,000 bushels capacity each. Total capacity is 1,000,000 bushels, with working capacity of 850,000 bushels. The equipment is one dryer, capacity 10,000-15,000 bushels per day; four cleaners, capacity 2,500 bushels per hour; 12 scales, six receiving and six shipping; rope drives throughout. The actual rate of loading from cars to elevator is 8,000 to 10,000 bushels per hour. The actual rate of unloading from elevator to ships is 10,000 bushels per hour, with 12,000 maximum. At piers Nos. 40 and 41, ships may be loaded from two belts, giving a capacity of 20,000 bushels to 24,000 bushels per hour. Ample fire protection is provided. There are three tracks, holding six cars each with a total of 18 cars inside capacity. Yard has storage capacity



ELEVATOR "B" AT THE HOOSAC TUNNEL DOCKS, BOSTON, MASS.

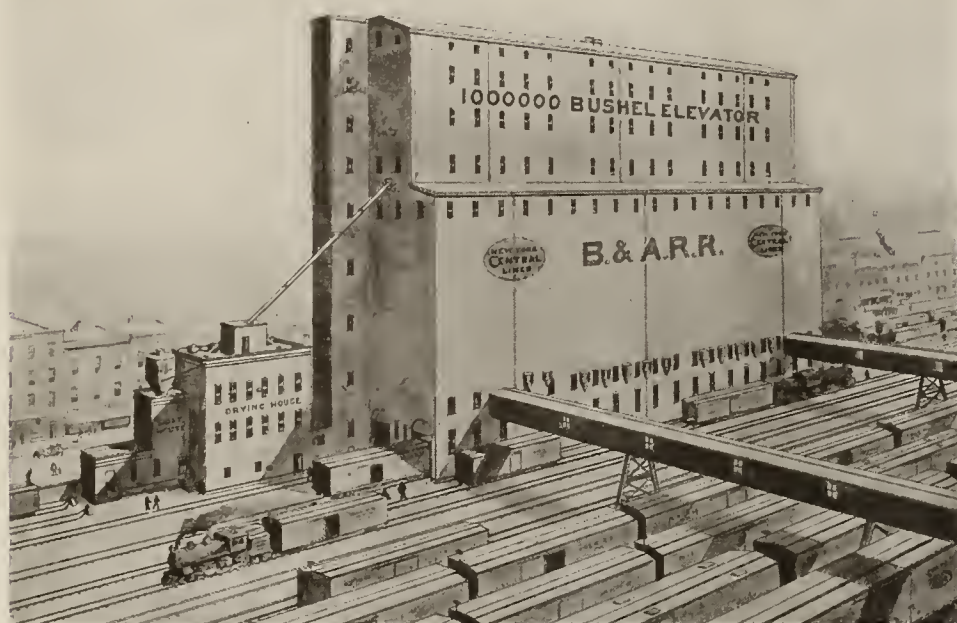
where, a railroad delivers to its own public terminals. For that rate it unloads and delivers less than carlots at its freight houses.

There has been a lack of competition for carrying of western import freight landed at East Boston or Charlestown piers. The revenue which the

for 333 cars. The Hoosac Piers Nos. 40, 41, 42, 43 and 44 have conveyor connections with this elevator.

The Mystic Elevator, Chelsea Viaduct, Charlestown, is also owned and operated by the Boston & Maine Railroad. This elevator was constructed in

1910, and is in fair condition. It is of frame construction, corrugated iron outside. The bins are made of 2 by 6-inch planks, spiked flat in crib form. Bottom of bins are lined with sheet steel. Four conveyors to top of building, then down through hopper room, scale room, to distribution room of 120 bins containing 1,500 bushels to 7,000 bushels capacity each. Total capacity is 420,000 bushels with working capacity of 350,000 bushels. The equipment is one No. 2 Hess Pneumatic Drier, capacity 5,000 bushels per 10 hours; two cleaners; rope drive through wooden gears throughout. The actual rate of loading from cars to elevator is 8,000 bushels per hour. The rate of unloading from elevator to ships is 6,000 to 12,000 bushels per hour by belt conveyors. Fire protection ample. Eight cars are set inside at once and four cars are unloaded at one time. Yard No. 24 has storage capac-



BOSTON & ALBANY ELEVATOR AT GRAND JUNCTION WHARVES, EAST BOSTON, MASS.

ity for 250 cars. The Mystic Piers Nos. 46, 47, 48, 49 and 50 have conveyor connections with this elevator, but practically all grain is shipped from pier No. 48.

EXPORTS OF FLOUR, WHEAT, CORN, OATS, RYE AND BARLEY FROM BOSTON

	Flour, barrels	Wheat, bushels	Corn, bushels
1919	1,142,759	9,165,409	324,032
1918	1,313,264	6,153,820	324,032
1917	986,754	9,333,079	1,096,097
*1920	†284,443	2,659,150	25,843

	Oats, bushels	Rye, bushels	Barley, bushels
1919	4,027,982	912,134	2,717,327
1918	7,114,810	198,163	453,939
1917	11,868,671	514,119	10,249
*1920	529,055	75,763	73,854

*January to October 1.
†Sacks.

Oatmeal,	Milo Maize,
cases	bushels
98,313	2,792
	17,026

ARRIVALS AND CLEARANCES—PORT OF BOSTON

	Arrivals, Foreign	Clearances, Foreign
1919	965	687
1918	735	472
*1920	529,055	75,763

While there is not as much grain moving through Boston as last year, or as was the case prior to the war, the outlook for a large movement is encouraging. In regard to corn, it is expected that exports of this grain will move to Europe beginning with December.

The lines now making Boston have cargo space engaged ahead in case of many of them, and it is expected that all of them will have regular sailings throughout the coming year.

THE Armour Grain Company of Chicago has been granted reparation by the Interstate Commerce Commission for unreasonable minimum carload weight regulations imposed by the Chicago & Northwestern Railroad on carloads of oats moved from points in Minnesota and the Dakotas to the Pacific Coast. The complaint was based on shipments made in fall of 1918. Since then the Chicago & Northwestern has amended its minimum carload weight regulations to meet the issue raised by the Armour company.

The World's Cereal Situation

The Department of Agriculture Reviews the Supplies, Requirements and Financing Difficulties of the Crop World

AN ANALYSIS of the world situation in regard to cereals seems to indicate a supply of wheat and rye to meet the probable European demand unless the buying power of central Europe becomes much stronger than is now indicated. Other cereals will meet European demands, even on the pre-war consumption basis.

In estimating the world's need and supply of breadstuffs, however, all cereals must be considered, since all cereals are to a degree interchangeable both in production and use. Wheat and rye are used principally in the making of bread; rice and

bread diet. In fact, during the war large numbers of people subsisted largely on a vegetable diet, with only a limited supply of bread.

As a basis for calculating probable world requirements for breadstuffs it is necessary to study first the normal pre-war production and consumption of cereals. For convenience the cereals may be considered in groups, according to their principal use as human food or stock food.

For the purpose of making comparisons between pre-war periods and the present, certain countries which are now practically out of trade, neither receiving nor exporting grain in quantity, are considered as closed. Before the war these countries furnished 15,000,000 tons of cereals to western Europe, or about one-half the total net imports. This vast source of supply has furnished practically no grain to western Europe since 1915, and according to the best advices will furnish no appreciable

Table 1.—Net Imports of Wheat and Rye for Certain Countries
(Tons of 2,000 pounds)

Countries	1909-1913 Tons	1918 Tons	Change Pct.	1919 Tons	Change Pct.
Belgium	1,659,000	.....	.....	118,000	— 92.9
Denmark	409,000	.....	.....	11,000	— 97.3
France ..	1,200,000	2,166,000	+80.5	2,581,000	+115.1
Germany	1,307,000	.....	.....	619,000	— 52.6
Italy ...	1,537,000	2,448,000	+59.3	2,848,000	+ 85.3
Nether-lands..	983,000	87,000	—91.1	421,000	— 57.2
Norway..	295,000	160,000	—45.8	288,000	— 2.4
Portugal.	95,000	.....	.....	57,000	—40.0
Spain ...	132,000	177,000	+34.1	373,000	+182.6
Sweden ..	320,000	111,000	—65.3	123,000	— 61.6
Switzer-land..	587,000	235,000	—60.0	346,000	— 41.1
United Kingdom	6,499,000	5,397,000	—17.0	5,399,000	— 16.9
Total..	15,022,000	10,781,000	— 6.7	13,184,000	—12.2

¹Omitting Belgium, Denmark, Germany, and Portugal, for purposes of comparison with the figures for 1918, the total is 11,552,000.

amount during the coming year, even under the most favorable circumstances. The return of these countries to production and trade should be carefully observed by American farmers, as they are sure to play a large part in the European supply and demand for breadstuffs.

An analysis of the latest returns shows that with the exception of the closed countries the world wheat and rye production gained slightly for

Table 2.—Cereal Requirements and Surplus for the Crop Year 1920-1921
As indicated by information available up to October 16.

Country	Grains chiefly for human food			Grains chiefly for animal food				Grand total 5 grains
	Wheat	Rye	Total wheat and rye	Corn (maize)	Oats	Barley	Total 3 grains	
Million bushels	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels
1,564	751	67.9	421	1,735	755	57.7	125.6	
875	695	45.6	156	1,473	493	39.8	85.4	
689	56	22.3	265	262	262	17.9	40.2	
.....	.....	13.2	.....	.....	.....	.....	.....
Estimated surplus or deficit (—) from crops of 1920								
² 184	11	5.8	— 13	146	27	2.6	8.4	
95	.....	2.9	116	53	1	4.1	7.0	
50	.....	1.5	.....	.....	.....	.....	1.5	
³ 37	.....	1.1	— 7	.....	17	.2	1.3	
8	1	.2	10	19	16	1.0	1.2	
374	12	11.5	106	218	61	7.9	19.4	
⁴ 202	34	7.0	439	100	10	14.1	21.1	
576	46	18.5	545	318	71	22.0	40.5	
Surplus or deficit (—) for 1909-1913, for important countries not having recent estimates								
153	67	6.5	28	69	173	6.0	12.5	
.....	—15	— .4	.....	.....	.....	.....	— .4	
11	2	.4	9	.....	2	.3	.7	
4	.....	.1	5	.....	.....	.1	.2	
41	14	1.6	8	11	12	.7	2.3	
209	68	8.2	50	80	187	7.1	15.3	

¹The 13 western, central and northern countries of Europe, as represented above, are: Belgium, Denmark, France, Italy, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom, and the territory included in the old boundaries of Germany and Austria.

²The estimated wheat surplus for Canada includes a carryover of 5,000,000 bushels.

³The estimated wheat surplus for India of 37,000,000 bushels is based upon a statement in the London Grain, Seed and Oil Reporter that the Indian Government is permitting exports of wheat, and may release 1,000,000 long tons. Official reports indicate the harvest of the spring of 1920 produced a surplus of 75,000,000 bushels over the prewar requirements for home consumption.

⁴The estimated surplus of wheat for the United States includes a carryover of 81,000,000 bushels (151,000,000 bushels on July 1, 1920, minus an average carryover of 70,000,000 bushels). The following estimates of consumption (including seed) were taken for the United States: 630,000,000 bushels for wheat; 44,000,000 for rye; 2,777,000,000 for corn; 1,344,000,000 for oats; and 181,000 for barley.

1918-19 as compared with the pre-war period, 1909-1913. All other cereals have decreased. The 1918-19 total cereal production was 254,000,000 tons, as compared with 257,000,000 tons pre-war, or a decrease of 1.4 per cent. Europe shows a decrease of 20,193,000 tons. All other continents show increases; the principal increase, however, was in North America.

As western Europe furnishes the world market for cereals, it is important to study her production and trend of consumption. Owing to lack of complete data, the trend of consumption in Europe during the war cannot be clearly traced. The data for 1919, however, are fairly complete. Table 1 shows imports for 1918 and 1919, as compared with the pre-war period 1909-1913, in so far as the figures are available.

For the 12 countries less than the normal pre-war amounts of wheat and rye were imported. In 1918 the decrease was 6.7 per cent, eight countries reporting, and in 1919, 12.2 per cent for 12 countries.

European Consumption, Prewar Compared with 1919, Twelve Countries

WHEAT AND RYE				
	Prewar period 1909-1913 (million tons)	Year 1919 (million tons)	Decrease	
			Million tons	Per cent
Production...	43.8	30.4	13.4	30.6
Net imports...	15.0	13.1	1.9	13.8
Consumption...	58.8	43.5	15.3	26.0

Not only has production suffered a heavy decline, but imports in 1919 did not reach pre-war normal. This decrease in wheat and rye supplies has been met in part by increasing the milling extraction to 80 and 90 per cent by substituting other cereals and by increasing the vegetable diet. No doubt Europe would like to return to pre-war bread consumption, but her financial resources, with adverse exchange rates, limit her imports. Europe must depend largely on increased production to restore normal consumption.

To illustrate the difficulty European countries have in paying for imported wheat, with depreciated exchange, the following table has been prepared:

Cost of American Wheat at New York, Oct. 15, 1920

	Par	Ex- change Oct. 15	% of par	Cost of bushel of wheat	
				At par	At ex- change
American dollars..	Dols.	Dols.		\$2.37	
1.00	1.00	1.00			
Pounds...	4.8665	3.4675	71.3	9s. 9d.	13s. 8d.
Francs...	.193	.0649	33.6	12 fr. 28 c.	36 fr. 52 c.
Lire...	.193	.0392	20.3	12 lira 28 c.	60 lira 46 c.

In attempting to ascertain the probable world supply and demand for breadstuffs, the consumption of only 13 European countries has been considered. There are some net imports outside of Europe which would increase the total apparent requirements, perhaps 5 per cent above the total requirements for Europe as here given. In Table 2 the average consumption of 1909-1913 is calculated for each grain. The latest available estimates of production for that period are then subtracted and the remainder represents import requirements on the 1909-1913 basis.

However, it has been shown that the total European consumption of wheat and rye for 1919 was 43,500,000 tons, or 26 per cent below pre-war average. This year Europe (13 countries) has a yield of 45,600,000 tons, compared with 33,100,000 tons for the same countries last year. Europe will, of course, use her own increased production this year and as much imported grain as she can afford to buy. It can hardly be expected that imports this year will be larger than for 1919, and hence the figure 13,100,000 tons is given as the tentative importation, based on 1919 imports. (Table 1.)

Data for 1919 imports of other cereals are not available, but in general will fall considerably below 1909-1913 average imports. The closed countries are considered practically out of trade for the coming year.

Two principal factors which have a future bearing on demand and price of wheat are European exchange and the return of the closed countries to export trade in cereals. The weakened exchange of Europe will limit not only the import of wheat, but other commodities, as cotton, wool, etc. The present accumulations of raw wool and cotton, with

weak demand, are further indications that Europe has not returned to pre-war consumption. Demand for these commodities may be expected to improve with improved European exchange rates.

The acreage sown to fall wheat in Australia and Argentina is estimated at 22,361,000 acres, which is about 1 per cent below the pre-war average. At

Table 3.—Guaranteed Prices Per Bushel to the Producer, 1918-1921

Country	Guaranteed price ¹			
	1918-19	1919-20	1920-21	1921-22
Algeria.....	\$2.36	.....	\$6.30	.....
Argentina ²	1.55	\$1.55	1.55	.....
Australia.....	1.14	.97	.....	.....
Austria-Hungary.....	2.21	.....	.....	.....
Brazil.....	2.65	.....	.....	.....
Belgium.....	2.15	2.63	4.73	.....
Canada.....	2.245	2.77	.....	.....
Czecho-Slovakia.....	.....	3.31	.....	.....
Denmark.....	1.97	.....	{ \$3.13	.....
Egypt ⁴	2.67	3.06	{ to 3.20	.....
France.....	3.94	3.83	\$5.25	.....
Germany.....	2.10	2.92	7.13	.....
Italy ⁴	4.33	4.20	5.64	7.08
Morocco.....	1.58	.....	.....	.....
Netherlands.....	3.23	3.28	.....	.....
New Zealand ⁴.....	.....	1.39	1.82	.....
Portugal.....	3.83	.....	.....	.....
Roumania.....	.....	5.25	.....	.....
Spain.....	3.96	.....	2.94	2.94
Sweden.....	2.95	.....	.....	.....
Switzerland.....	3.25	3.36	3.15	2.62
Tunis.....	3.25	3.15	.....	.....
United Kingdom ⁴	1.65	2.22	2.75	.....
United States ⁵	2.395	2.395	.....	.....
Uruguay.....	.....	2.39	.....	.....

¹Conversions at par.
²No guaranteed price was made by the Argentine Government to the producers, but a fixed minimum price for export wheat was established at \$1.55 per bu.
³Increased from \$3.99, effective Sept. 1, 1920.
⁴Average for all grades.
⁵Price at New York.

present crop prospects are good in both countries, but the production will not be known before December. For the period 1909-1913 Australia and Argentina exported an annual average of 145,000,000 bushels. Crop prospects in the Southern Hemisphere having an important bearing on the market until December.

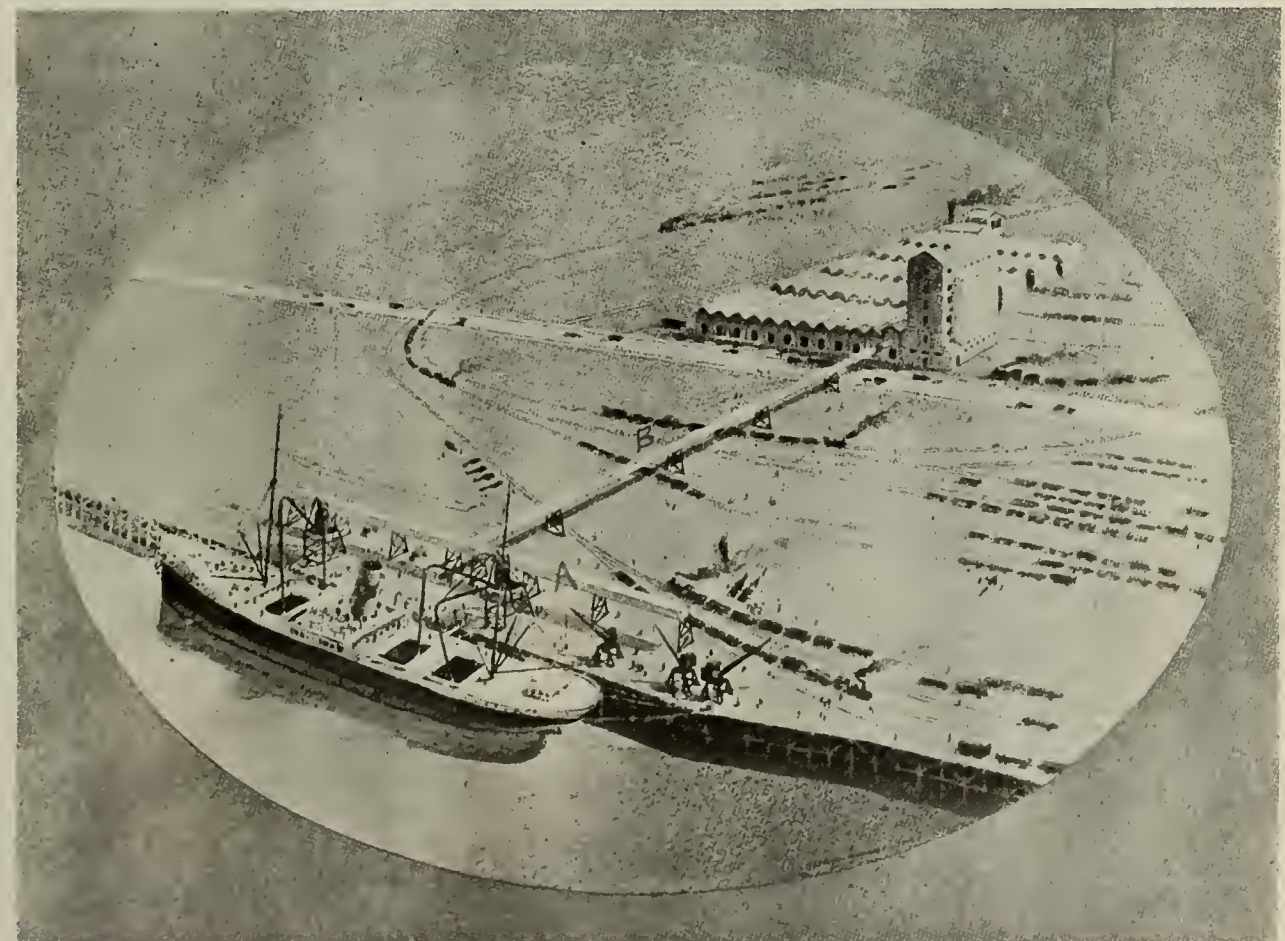
DEVELOPMENT OF A FRENCH PORT

The Port of Bordeaux in France has witnessed some remarkable changes since 1914. At that time it was a rather sleepy town, receiving and send-

ing of the principal import points in France. Improvements in the port were started and had made some progress by the time America entered the war, and since then have grown enormously. Bassens is on the right bank of the Garonne River below Lormont Hill. The current here has dug a deep channel, beyond which is an alluvial deposit covering some 3,750 acres. This was the spot chosen as the American base. When America entered the war and before any troops had been sent across, General Pershing provided for the great movement of supplies for the A. E. F. which was soon to follow. In an incredibly short space of time, warehouses, cold storage plants and railroad tracks appeared over the area, and today, on a peace basis, it is one of the most beautiful shipping and industrial places in the world. The American improvements were purchased by the French Government, and the district is under control of a powerful company, the "Union Commerciale de Bassens." Constant improvements are being added to the already efficient equipment, among the most recent being a monolithic elevator and warehouse for grain.

The contract for planning and building the elevator was awarded to Thomas Robinson & Son, Ltd., of Rochdale, England, one of the largest contracting firms in Great Britain. The plant has a receiving capacity of 300 tons of wheat, 10,000 bushels, per hour either in bulk or sacks. The elevator has bulk storage capacity of 50,000 quintals, or about 185,000 bushels, while the five storage warehouses have several times that capacity for sacked grain.

The elevator is separated from the quayside by an extensive switching yard, the tracks of which were laid by the American Expeditionary Forces. They are connected directly with the Paris-Bordeaux Railroad. Over the switchyard extends a long gallery, B, 446 feet in length, with two reversible conveyor belts. Along the quay, at right angles to gallery B is another gallery, A, 328 feet long, similarly equipped, and on which are mounted the pneumatic apparatus which sucks the grain from the vessel's hold and discharges to the cross belts in gallery A, from which the grain is taken



NEW ELEVATOR AND WAREHOUSES AT BORDEAUX, FRANCE

ing a limited amount of shipping, for the dock facilities were very limited and only vessels of small draft could dock. Many of the cargoes had to be lightered and the commerce of the port was operated in old fashioned easy going style.

When the war came, however, Bordeaux, far south of the dangerous North Sea, became one

by gallery B to the automatic scales in the elevator.

The power used throughout the plant is electric, and every detail of plan and construction conforms to the most modern engineering practice. The elevator was sadly needed and will be a great help to the port and the country at large, for even in normal times France has to import much grain.

FARMERS' MARKETING PLANS

Since the American Farm Bureau Federation appointed its Committee of Seventeen to investigate various marketing plans for the grain growers, we have heard a great deal of the California Prune & Apricot Growers, Inc., which the Committee investigated. Aaron Sapiro is reported to believe that the grain farmers could be organized on the same lines as the prune growers. This latter organization was described recently in *Wallaces' Farmer* by Herman Steen.

On joining the Association, the grower signs a contract about 3,000 words long, the principal features of which are as follows:

1. The grower agrees to help carry out the express aims of the Association, which are co-operative marketing, elimination of speculation and waste, and the stabilization of prune and apricot markets in the interest of the growers and the public alike.
2. The Association agrees to buy and the grower agrees to sell all of the prunes and apricots that are produced by the grower during the years, 1922, 1923, 1924 and 1925, and, at the option of the Association during the years 1926, 1927 and 1928 also. (The present contract includes the crop of 1921.)
3. The grower agrees that the crop has not been contracted to anybody else.
4. The grower agrees to deliver to the Association all fruit as early as possible, but in no case later than September 15 for apricots and November 10 for prunes, and to abide by all rules of the Association in regard to grading, packing, delivery, etc.
5. The Association agrees to sell all the fruit de-

put teeth into the contract, and it makes a man think twice before he attempts to break it.

Under the provisions of the damage clause, prac-

tically every one of the co-operative associations in California has brought suit against growers for violation of the contract. In every single case, so far



B. F. GUMP FIREPROOF REELS IN THE ARCADY FARMS MILLING COMPANY'S NEW PLANT



MONARCH ATTRITION MILLS IN ARCADY FARMS MILLING COMPANY'S NEW PLANT

livered to it, and to pay the grower the average price received for the grade he produced, minus the cost of operating the Association. The grower agrees to accept this amount as payment in full.

7. The Association agrees to pay a substantial advance to the grower at the time the crop is delivered, and to distribute proceeds as rapidly as possible through the year, but final payment shall be made not later than July 1 for apricots and October 1 for prunes. (These dates refer to the year following delivery.)

8. The Association is allowed to sell the prunes and apricots when and where it deems fit, under such conditions as will serve the grower and the public.

9. The capital stock of the subsidiary of the Association (the warehousing corporation) is to be retired by the profits that are made in the mechanical handling of the prunes.

10. The grower is allowed the privilege of selling any or all of his fruit to dealers or shippers of fruit, with the provision that he does not sell to any speculator who might interfere with the sale of the dried fruit that is handled by the Association.

11. If a grower transfers his orchard of fruit to a relative, it is provided that he shall be liable for damages in case the fruit is sold to an outside dealer.

12. The Association recognizes crop mortgages if it is notified in advance concerning them.

13. It is agreed that all of the contracts between the Association and the growers shall be alike.

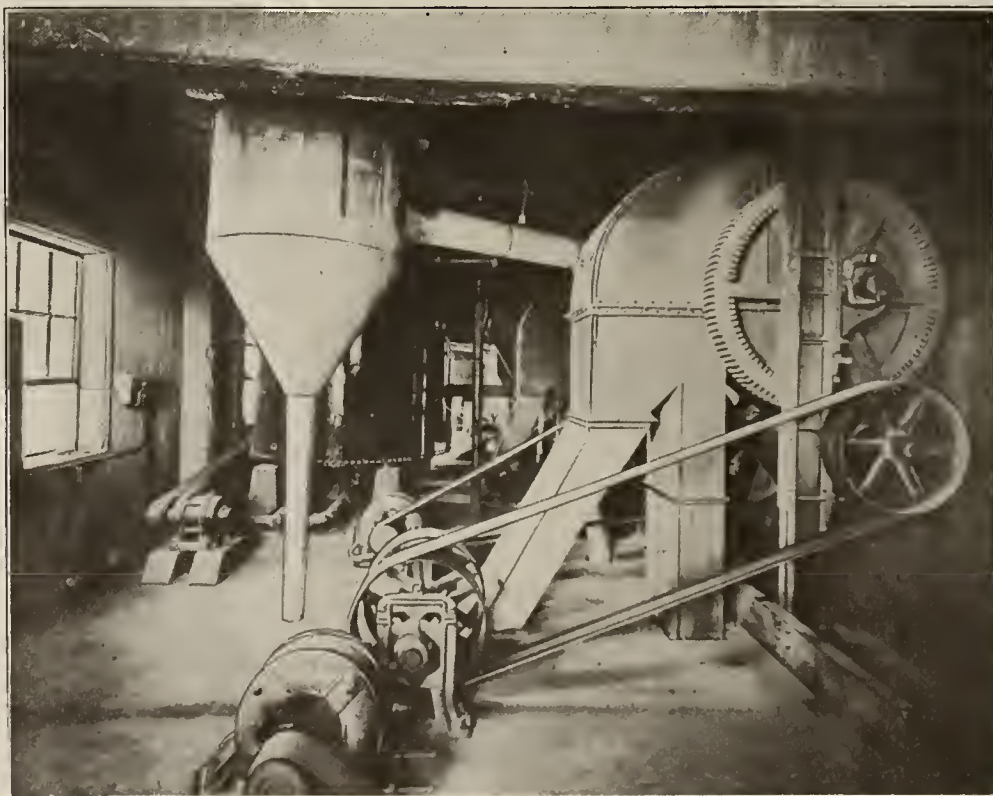
14. In case a grower violates his contract by selling dried fruit to outsiders, he agrees to pay to the Association as damages 2 cents per pound on the prunes sold or 1 cent per pound on the apricots, plus the expense of collection. This is the clause that

as I have been able to learn, the Association has won, and the growers were ordered by the courts to fulfill their contracts. The Association does not usually sue for damages as much as it does for fulfillment of contract. One such case has recently been appealed to the Supreme Court of California, which has not yet announced a decision.

RUBY WHEAT

Reports have been made that Ruby, a new Canadian wheat, is rust resistant. This is not strictly true, though according to Dr. Walster, Agronomist of the North Dakota Agricultural College, Ruby wheat shows some promise of competing with Marquis in point of yield. At the Dickinson substation this year, it showed the least rust infection, only 8.5 per cent, of any of the Fife wheats, while Marquis showed 14.8 per cent. At Fargo, however, the results were different.

Dr. Walster thinks that Ruby's only virtue is earliness and that it has no special rust resisting qualities. Ruby wheat belongs to the Fife group of wheats. All wheats in this group are beardless, and have rather slender heads. The chaff is white and smooth, and the kernels small to medium in size and are hard and red. The variety Ruby was originated by Dr. C. C. Saunders of the Central Experimental Farm, Ottawa, Canada.



MOTOR DRIVEN ELEVATOR HEADS IN THE ARCADY MILL

A New Plant for Arcady Feeds

**Arcady Farms Milling Company Builds New Mill to Replace the Old—
Riverdale Selected for the Enlarged Plant.**

WHEN the Arcady Farms Milling Company was started several years ago at Rondout, Ill., its name was as appropriate to its location as to the customers which it supplied. But fire destroyed the plant on the night of September 6, 1918, and as the company had outgrown the facilities which Rondout offered, a new site had to be selected for the new and enlarged milling plant which was immediately decided upon. Finally the new location was selected at Riverdale on the south edge of Chicago. The site comprises 8½ acres south of 138th Street, just east of Halsted Street, and has excellent transportation facilities in all directions.

On this site the MacDonald Engineering Company of Chicago has erected for the owners a fire-proof mill, office building, warehouse and loading platform. The new mill has now been in operation for several months, and the name is just as appropriate as of old for the full line of feeds which it turns out is said to make an "Arcady" of any farm on which they are used.

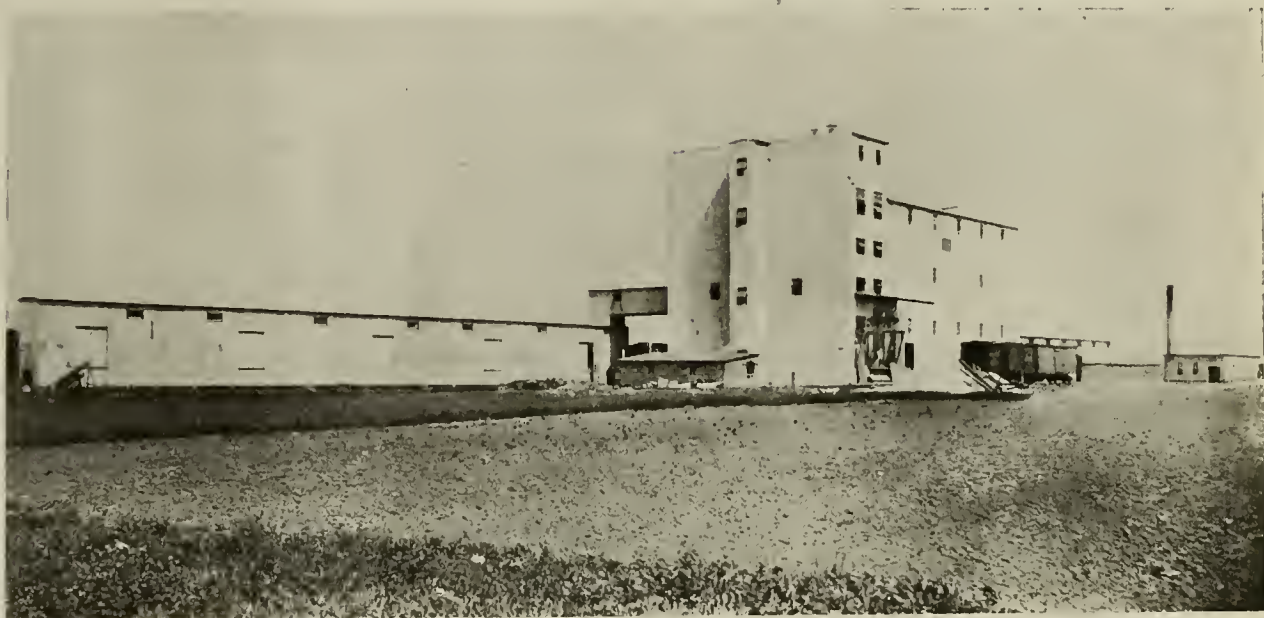
The mill building is divided into two sections; a storage or warehouse section and a mixing and packing section. The storage section is 61 feet wide, 100 feet long and 52 feet high, the first story being used in part as a warehouse. In the east half of this story is suspended a mezzanine floor on which are placed a number of screw conveyors fed by 22 feeders.

The basement is divided into three cisterns having a total capacity of 2,000 tons, or 342,000 gallons, based on 171 gallons to a ton. Above the first story are located all the storage bins. The grain and feed are fed to those storage bins by means of 16-inch screw conveyors located on the top floor over bins. The cisterns in the basement are for molasses.

Adjoining the storage section on the south end is located the mixing or packing section, 21 feet

connected, motor driven and were furnished by Sprout, Waldron & Co., Muncy, Pa., from their well known "Monarch" line.

The feed stock before reaching the attrition mills is run through two sets of reels to remove all foreign matter. After it is ground and reeled it is conveyed by screw conveyors to the grind or re-grind leg which elevates and discharges it through



NEW FEED MILL OF THE ARCADY FARMS MILLING COMPANY, AT RIVERDALE, ILL.

a screw conveyor into the storage bins from which it is spouted to automatic feeders. These feeders regulate the flow of the feed on its way to the mixing leg, which in turn elevates and discharges it into the mixing conveyor, while the molasses feeder supplies the correct amount of molasses.

The finished feed is conveyed and spouted to the packing leg which elevates and discharges it into

F. Gump Company, Chicago, and Sprout, Waldron & Co. furnished special machinery. The dust collecting system was furnished by the Cyclone Blow Pipe Company of Chicago. Howell "Red Band" and General Electric Motors of various sizes are used, the total horsepower used throughout the plant amounting to 700.

About 300 feet north of the mill building is situated the office building, modern in every detail. It is of fireproof construction with a concrete foundation and roof, tile walls covered with stucco, and is divided into three sections: the office, locker room and boiler room.

The office section is subdivided into a main office,

superintendent's office, store room and laboratory. The laboratory is fully equipped with the best modern instruments for testing the many varieties of grains that are used in the manufacture of the Arcady feeds.

The locker room is equipped with everything for the convenience of the employees, including forty-eight metal lockers, laboratories, showers, etc., and is thoroughly ventilated by two Arex Ventilators, making the room as sanitary as possible. In the boiler room are located two Erie Boilers, which supply heat for the entire plant.

The electric light and power for the entire plant are furnished through transformers which are set in a concrete house about 95 feet northwest of the mill building.

The entire plant was designed and constructed by the MacDonald Engineering Company of Chicago, and well sustains the fine reputation which this company has made for itself in building both mills and grain elevators of every description.

WHAT DOCKAGE IS

Millers and other grain buyers and their farmer customers are not always agreed as to what properly constitutes dockage according to the Federal Standards. Here is the official definition of dockage:

Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material which can be removed readily from the wheat by use of appropriate sieves, cleaning devices or other practical means suited to separate the foreign material present; also undeveloped, shriveled and small pieces of wheat kernels removed in properly separating the foreign material and which cannot be recovered by properly rescreening or recleaning.

Foreign material other than dockage, is the foreign material that is not separated in the screening and remains in the dockage-free sample. "Dockage" does not affect the grade, but sometimes does affect the weight of the wheat sold. "Foreign material other than dockage" is a factor in the grading and definite percentages are permitted within each numerical grade.

It will be seen from the above that cracked and shriveled wheat grains is not dockage if it can be recovered by recleaning with appropriate sieves.



THE PACKING AND BAG SEWING DEPARTMENT

wide, 61 feet long and 69 feet high above grade and consists of a basement and five stories. In the basement is located a Gould's bronze pump connected to a system of pipe lines for conveying molasses from one cistern to another, or for pumping the molasses to the heating tanks on the top floor. A special reel located in the basement and fed by 12 and 16-inch conveyors receives grain from the cars.

On the east half of the first floor are located six reels through which the feed stock is run after passing through three attrition mills located on the second floor. These mills are 36 inch, direct

an automatic scale. When the scale registers 190 pounds the feed is automatically dumped into a bag at the bottom of the scale hopper and transferred to an automatic sewing machine. To insure accurate weighing, every tenth bag of feed is check weighed on a platform scale. The bags are then taken out to the loading platform and put in cars for shipment.

Most of the machinery for the plant was furnished by the Webster Manufacturing Company, Chicago. H. W. Caldwell & Sons and the Weller Manufacturing Company, Chicago, also furnished some machinery. Draver Bros., Richmond, Ind., B.

THE AMERICAN ELEVATOR AND GRAIN TRADE

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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., NOVEMBER 15, 1920

THE MARKETS

NOBODY buying! That seems to be the whole answer to the question farmers are asking as to the reason grain prices are below production costs. The speculative interest is narrow so that violent fluctuations have been recorded, but the chief factor in the problem is that people believe prices should be lower and will not buy until they are. Wool, cotton, sugar, steel, automobiles, and nearly everything else has felt the effect of this sentiment and holders of merchandise are liquidating, often at a serious loss. They know that it will do no good to hold stocks to compete with new merchandise produced at lower cost. They are getting what they can and are thankful.

The farmers are in the same case. If they hold their wheat, as they threatened, they will bump into the Southern Hemisphere crop in December and January and may have to carry over into the cheaper crops of next year. There is no question but that production cost will be cheaper and that land values will be materially deflated. Both are far too high. So it seems that the farmers might as well face the music and accept their losses this year, and get on a sounder economic basis for the years to come.

That many of them realize this is shown by the ineffectiveness of the threatened "strike." It has cut no appreciable figure in the course of the markets, nor in grain receipts. At first Kansas City reflected the threat in a margin of about a cent over Minneapolis and Chicago, but not for long. It could not make headway against the sentiment of economy,

the withdrawal of millers and foreign buyers, and the influx of Canadian wheat. Many elevators in the wheat belt are said to be empty, but where there is so little buying sentiment the visible supply is of less moment than is usually the case.

Just what the final price level will be is impossible to say. Foreign exchange is an important factor, and at present it shows little inclination to put European buying on a free basis. Over there they are going without rather than pay twice, three times, and in some countries six times our asking price, on account of their depressed exchange. Under ordinary conditions the present wheat market would look very strong, but its strength is now questionable. The option market is certainly no place for a piker.

TWO IMPORTANT MEETINGS

ON NOVEMBER 15 two meetings of great importance to the grain trade will be held. The Interstate Commerce Commission has invited shippers and railroad representatives to meet in St. Louis on that date to discuss whether or not to continue in effect minimum weights on grain shipments moving in interstate commerce. The present minimums expire December 31, and unless otherwise ordered, on January 1, revert to those in effect prior to November 3, 1919.

The second meeting will be held in Chicago and will be called a "Freight Claim Prevention Congress." The American Railway Association, through this congress, hopes to arrive at some solution of the claims problem. In 1919 the railroads paid loss and damage claims to the amount of \$104,244,000. This is not including the claims they should have paid but did not. The claims paid in 1919 increased 222 per cent over 1914, while freight handled increased only 40 per cent during the same period. The conference, as we understand it, is not to determine ways of getting out of paying just claims, but of preventing loss and damage. Better cooperation with the shippers is expected to bring it about.

WILL THE COMMITTEE OF SEVENTEEN DELIVER?

THE Committee of Seventeen from the American Farm Bureau Federation has been investigating marketing conditions in this country and Canada for several months. Early this month they met in Chicago to hear views of many men who are in a position to know conditions. No one questions the earnestness of the Committee in their investigations, nor the honesty of its members. If there is a way of improving the grain marketing system, everyone in the trade hopes that the Committee may discover it and cause it to be put into effect.

There are pitfalls which the Committee must avoid, however, if they wish their work to be of permanent value. The Committee represents a class, and it would be natural, but unfortunate, if they allow their views to be influenced in favor of this class. Grain marketing machinery should serve the entire

country, producers and consumers alike. If the Committee tries to devise a plan which will benefit the farmers at the expense of the rest of the country, they will build upon sand.

There has been a great deal of propaganda issued by farmer-political factions against the grain exchanges. The Committee must be able to sift this propaganda without prejudice, separating the chaff of buncombe from the grain of just criticism. There will doubtless be many marketing plans submitted, and it is to be hoped that the Committee will advise a change in the marketing system, only when something better can be substituted.

If any body of grain dealers is inclined to make light of this Committee or its work, we believe they will be making a sad mistake. The Farm Bureau is in earnest; they have the greatest backing that any farmers' organization ever had; and the public, thanks to newspaper notoriety, is thoroughly interested. It is up to the exchanges to cooperate to the fullest with the Committee; to eliminate any practices which have no economic basis and which are under suspicion; and to provide means for giving new plans a test unless they are obviously harmful to the marketing system, regardless of how such new plans may effect certain classes of operators. The time has come to clean house. Whatever has no legitimate place in the system must go. Clear thinking, conservative judgment, and honest dealing are demanded. We believe that the exchanges have all of these qualities and will use them.

SOLDIER FARMERS IN CANADA

CANADIAN soldiers to the number of 19,181 have been granted loans by the Government, to purchase and equip farms. A total of 40,820 have qualified for loans under the Soldier-Settler Act, and \$76,530,675 has already been advanced. The loans are liberal in their terms, with a long time to run, but if the soldiers have the same experience as many other Canadian settlers, about two good crop years will put them out of debt.

The possible increase in Canadian crops which these soldier-farmers will bring about will add much more wealth to the Dominion than the cost of colonization would be, even though that cost were not going to be returned eventually by the soldiers. If each soldier only raises 1,500 bushels the total gain would be about 30,000,000 bushels, most of it from virgin land which would not otherwise have been touched. It is not only a great thing for Canada, but is the finest thing for the soldiers that could be done. It makes each one an independent, self-respecting member of society, and is a better plan by far than the proposed bonus in this country. The bonus has degenerated from an impulse of gratitude in its inception, to a political tool to catch votes. Every one appreciates the sacrifices that were made by every soldier, whether he served overseas or in camp at home, but it is a false conception that the Government is obligated to pay a bonus to the soldiers. Every citizen owes service, even at the cost of his life, to his country.

In that service he was merely paying a debt which accumulated through the years. But no one would begrudge a most generous acknowledgment of that service in the direction of making each soldier self-supporting. A money bonus would not do that, but Canada has found a way which will benefit the soldiers and the country as well.

WHY FEEDS SPOIL

GRAIN dealers who handle feeds, and they are in the majority, will be interested in an experiment being conducted by the M. C. Peters Mill Company and the Ralston Purina Company for the American Feed Manufacturers Association. The experiment is to determine the relation of moisture content to the keeping quality of feed, the rate of fermentation, development of mold, and variation in temperature.

In each of these plants special bins were constructed, six feet in each of the three dimensions, tightly covered, and with a metal tube to the center to hold a thermometer. In the first bin the ordinary moisture content of the feed will be tested against 2 per cent more moisture in the second and 4 per cent more in the third bin. The experiments began on November 5 and will last about six weeks, under constant observation.

The trade will be given some definite data on keeping quality of feeds, and this data will be particularly valuable in relation to shipments. Experience has already shown in too many cases that a leak in a car will heat and spoil feed in transit, but the performance of moisture already in feed at time of shipment is not definitely known so that the experiments will have considerable value. Feed dealers have been plagued to a marked degree this year by bran caking and heating. Tests of a similar nature applied to bran and middlings would also be of value. As soon as the results of the feed tests are determined they will be announced in this journal.

A PLACE IN THE SUN

NO MAN should ever be too busy to give his attention and time to community affairs. The business of a town is in direct proportion to the cooperation of its interests. Every effort which is directed toward making the place more easy of access, of greater pleasure and profit to the people round about, and with a greater variety of activities, brings a return in good round dollars to those who give their services in improvement.

Making a town easy of access to the country or to other towns, implies good roads, which cost money but which repay the cost a hundredfold. To increase the pleasure and profit of those who live there and those who visit there should be good schools, good churches, good stores, good amusement places, a good hall for meetings and dances, and plenty of equipment for athletics of all kinds. The activities of a town should be comprehensive enough to enlist the enthusiasm of old and young and of town and country. Clubs for the boys and girls; pig clubs, calf clubs, chicken clubs, corn clubs,

canning clubs, domestic science clubs should be available and well supported; Y. M. C. A. and Y. W. C. A. should have every encouragement, for they have proved their usefulness; farmers' organizations should be given a place to meet; the musical and dramatic talent of the community should be fostered, they do much to keep the young folks at home.

If your town does not have these advantages it is not the fault of the town—it is yours. One individual with pep and enthusiasm can start the ball rolling. Are you the man? Make your town the center of community life, then make your elevator the center of the town.

NEW RECORD FOR CORN

THE Government report for November gives an estimate of 3,199,126,000 bushels of corn, as against 2,917,450,000 last year and a five year average of 2,760,484,000 bushels. The quality is 7.7 above the average. The wheat and oats estimates are unchanged at 750,648,000 and 1,444,411,000 bushels respectively. Rye shows 77,893,000 and barley, 191,386,000 bushels. Hay is 106,451,000 tons.

The Kaffir crop is also a record breaker. The yield is 148,747,000 bushels, as against 126,058,000 last year. As this crop is all in the Southwest, that territory is well supplied with feedingstuffs.

The November report shows both a heavy weight and high quality compared to the average. The average weight of wheat is given at 57.4 pounds per bushel; against an average of 56.3 pounds; oats, 33.1 pounds per bushel, against 31.1 pounds; and barley 46 pounds, compared to 45.2 pounds.

CORN AS FUEL

ON MANY farms this winter corn will be used for fuel. Where the farm is a long way from the coal source and the cost of fuel is excessive there may be economy in using corn. But it must be remembered that corn, shelled or on the cob, has nothing like the heat calories of coal. Many statements have been made to the effect that corn has as many heat units as coal, but it is not true.

During the past four years fuel has been extremely scarce in Argentina. All sorts of substitutes for coal have been used, including wood, corn, wheat, bran and hay. The railroads and power houses have used all of these substitutes and have made careful tests of the relative heating value of each.

Steam coal has about 14,000 thermal units. Compared with this, shelled corn has 6,400; corn cobs, 6,745; corn on the cob, 6,470. Dry corn, therefore, has a fuel value of about 47 per cent of coal, or to substitute corn for coal would mean handling 2.2 times the tonnage.

With corn at 50 cents on the farm, coal would have to be more than \$38.30, delivered, to make corn economical as a fuel. In no place in the country does coal cost more than that, but where it is not available at any price farmers are advised by all means to use corn. We could well spare a few hundred million

bushels of corn out of this crop, but there is no sense in burning up money if a ton of coal can be purchased for less than 75 bushels of corn would bring at the elevator.

GOVERNMENT OWNERSHIP NOT DEAD

WHEN the Esch-Cummins Bill was before Congress, with the Plumb plan as an alternative, the grain trade was a unit against Government ownership. The passage of the Railroad Act seemed to put a quietus on the Government ownership idea, but subsequent events have shown that it is far from dead; that there is an active and increasing propaganda in favor of the Plumb plan, by which rail employes would have virtual control of the transportation of the country.

Congressmen who voted for the bill and who were up for re-election this fall found themselves opposed by union labor on this basis alone, regardless of the party or the qualifications of the candidate. Congressman Esch, himself, one of the strongest figures in the House of Representatives, was defeated for renomination by the union vote.

Those who believe that there would be a national menace in the political control of such a vast organization as the railroads, must be on their guard or the trade unions will put over the Plumb plan. We cannot lie back in security, for the danger is not passed, in fact it is very near and very real.

Perhaps a solution lies in a plan suggested by the National City Bank of New York:

The railroad wage bill after the new wage scale goes into effect will be about \$3,600,000,000 per year, and if the employes would set aside 5 per cent they could begin to accumulate an interest in the railroad at the rate of \$180,000,000 per year. If this were applied to the purchase of stock rather than bonds they would come quite rapidly into an influential position in the control of the roads, particularly if they concentrated their purchases upon certain systems. The New York Central system has \$222,729,300 of stock outstanding, now selling in the market at about \$70 per share, or at a valuation of \$155,950,510 for the entire stock. A majority would give control or even a respectable minority interest would give representation.

If the rail employes become actual stockholders in the roads and look to dividends as well as wages, and sit into the directors' meetings and find that the pay roll has a bearing on the operating efficiency of the roads, they might possibly be less interested in Government ownership and the subsequent milking of its finances.

The committee, appointed by Governor Norbeck of South Dakota to investigate state owned elevators, mills and packing plants, have made a report in which it is advised to wait and see how North Dakota comes out with its experiment. A wise committee.

During the first 15 days in October more Canadian wheat and flour was imported into this country than in any corresponding period in the past seven years. The total was 4,950,000 bushels of wheat and 65,946 barrels of flour. It will not take much more to wipe out the difference in exchange, which will automatically cut off a large share of this business.

EDITORIAL
MENTION

The new administration will have radicalism as its chief inheritance from the old. And it will be a thorn in the flesh.

Southern points are gaining steadily in the number of licensed inspectors of grain. This is indicative of the new interest which the South is taking in cereal production.

Tested, high grade strains of various cereals are finding their way into many new communities. This is a function of Federal and state agencies that has never been questioned.

The peanut industry has grown from a kitchen garden crop of 50 years ago to a valuation of \$79,839,000 in 1919. This growth is not entirely due to baseball either. Most of the nuts are used for making oil and feed.

Farmers are not the only ones being refused credit by the bankers. Manufacturers and retailers who have a large stock of goods on hand and ask for credit, are bluntly told to get the money out of their merchandise by reducing prices.

Government experimenters have discovered that light is of greater importance than temperature to growing crops. Congress should pass a law providing for more hours of sunlight each day. Then we would never again have to worry about crop failure.

The Mexican ladybird is a new pest that is playing havoc with beans and cowpeas in the South. Hitherto we have considered the senoritas harmless, unless the heart was involved, but we would hate to think what damage the gentlemanbird from Mexico might do to the beans.

We wonder how many shippers or farmers who complain of the profits made by terminal market operators have ever examined the amount of service that is performed for 1 per cent commission. Only the most perfect system would permit of so much being done for so little return.

Columbia University and other colleges have taken up the subject of grain grading and marketing as a part of the regular course. The more people who understand the difference in grades and their comparative value the better off the trade will be, even though the students make no practical use of their knowledge.

The future possibilities of northern Canada as a wheat country were proved this year at Fort Simpson where the Government established an experiment station. A field of wheat that averaged 40 bushels to the acre was sown on June 7 and harvested 37 days later. The rapid development was due to the long days which averaged 18 hours of sunlight. Fort Simpson is at 62 degrees north latitude, or a little more than 250 miles from the Arctic Circle. This bears out the testi-

mony of a Canadian expert who recently asserted that in a few years the Dominion would raise 1,000,000,000 bushels of wheat annually, as only 10 per cent of the available wheat land was now under cultivation.

The widespread use of Kanred wheat in Kansas did not just happen. It is a result of an extended advertising campaign by the Kansas State Agricultural College. More than \$600,000 worth of Kanred seed wheat were moved last year. More than half of the purchasers used the key address appearing in the ads.

Americans consume only a little more than half as much bread per capital as Europeans. The farmers problem would be solved if he joined with the millers in a campaign to increase wheat flour consumption. The domestic demand is as dead as the European, but America could pay for the wheat if it wanted to; Europe wants to and can't.

The modern version of the old injunction to "beat your swords into plowshares," is being followed out by the Italian Government. It is transforming explosives into fertilizers by dissolving the nitrate of ammonia in water, and mixing this solution with powdered peat. It is called "nitrated peat," and has an effect about equal to that of nitrate of soda.

Some enterprising statistician has figured that the grain dropped from the sample tables in the Chicago Board of Trade since it was established and which is swept up and fed to the pigeons, would have a total value of over \$6,000. No doubt the pigeons have given more than that much pleasure to visitors. They are nearly as populous as in the square of St. Mark in Venice.

If it were left to laboratory analysis, there would be some material changes in the hay trade. There are plenty of grasses which show a more valuable content than Timothy, for instance, but feeders do not rely on the laboratory. They watch the manner in which stock cleans up the hay, and the condition which it leaves them in. So Timothy holds its own against all comers.

Iowa experiments indicate that corn which does not contain more than 28 per cent of moisture when cribbed will thaw out in the spring without damage if it is well ventilated. If it is not well dented and reasonably hard, it will need artificial drying if it is to be marketed at all. The shrink in cribbed corn ranges from 8 to 28 per cent, according to the amount of moisture.

Now that the election is over we may hope for a cessation of wild charges which the heat of the campaign caused to boil up in the speeches of those who ought to know better. Senator Capper of Kansas, for instance, may now forget about the "gambling den," the Chicago Board of Trade, and Dakota politicians may be led to see that every bushel of Canadian wheat imported to this country

does not necessarily bring ruin in its tracks. While the politicians are resting their vocal organs, we hope they will take time to read the article by George H. Jackson in this issue. The article is entitled "Does it Pay to Hold Grain?" and is one of the clearest expositions of the function of the grain markets that we have seen.

The *Chicago Journal of Commerce* says that: "Today a freight car is on the main line in gainful occupation an average of less than two hours and thirty minutes out of every day of its life. In other words, it is really making money—profit for the company—only about 10 per cent of the time." The writer evidently never paid demurrage charges on some of those cars that were not making a profit.

The United States raises more corn than all the rest of the world put together, and consumes most of it. Previous to the war our exports were negligible, in fact, in the crop year previous to the breaking out of the World War, 1913-14, our imports were actually 1,474,000 bushels more than our exports. During the war exports rose rapidly, the peak coming in 1916-17, when 64,740,000 bushels were exported above imports. Last year net exports fell to 7,164,000 bushels.

"In view of the fact that we have one of the shortest wheat crops in our history," begins one statesman, speaking for farmer consumption. As a matter of fact our wheat crop is well above the average of prewar years. From 1908 to 1913 inclusive, our wheat crops, in thousands of bushels, were 664,602; 683,366; 635,121; 621,338; 730,267; 763,380. This year it is about 750,000, and with a large hold-over in July. It was not a short crop, but what do campaign orators care for a little thing like the truth!

The question is often asked: Why is it that independent and co-operative elevators operate on a friendly basis at some stations, and fight each other to death at others? There are nearly as many answers as there are stations where this competition prevails. There never was a business fight that didn't hurt both participants. The independent dealer that is hurt worst and is most bitter against co-operation is the one who took advantage of his position before competition came. Next to him is the square, honest operator who sees his neighborhood disrupted by a demagogue who arouses a class distinction between the farmer and dealer. There is no such distinction, of course, for in the long run the interests of the two are identical. But after the initial burst of fanaticism has passed, if this dealer holds on to his temper and his former methods of doing business he will find that a good share of the grain will come his way and that his relations with the co-operative manager can be as pleasant and above-board as possible. This is the ideal condition and it exists at a great many stations. As a rule you will find the "co-op" on the square and a pretty good fellow.

H. H. SAVAGE
St. Joseph

NEWS OF THE TERMINAL MARKETS

FRANK WITT
Indianapolis

WINNIPEG GRAIN EXCHANGE IS ENLARGED

A three-story addition is being built on the Winnipeg Grain Exchange, Winnipeg, Man. The improvements will cost about \$100,000 and are expected to be completed by December 1. The extension is 50 feet wide by 131 feet in length and is being built to the east of the main building.

THE DEEP WATERWAY PROJECT

A meeting was held on November 3 at the Cleveland Chamber of Commerce, Cleveland, Ohio, of the International Joint Commission and officials of various Chambers of Commerce. The gathering was addressed by C. G. Watkins, president of the Cleveland Grain & Milling Company, on the subject of the relation of the Great Lakes and the Atlantic Seaboard Deep Waterway, to the future grain business of Cleveland and Northern Ohio. The improvement of this waterway would be a great benefit to the grain trade in Central territory.

BOARD OF TRADE ADOPTS PENSION PLAN

A pension plan for employes who have served 25 years and have reached the age of 60 years was adopted in October by members of the Chicago Board of Trade. The vote was 401 to 48.

It is proposed to give the officials of the Board power to retire at will any employes who have served the requisite time and to pay one-tenth of the total compensation received by these employes during the five years immediately preceding their retirement, the amount under no circumstances to exceed \$1,800 a year, payable monthly.

DES MOINES BOARD OF TRADE BOOK

A very attractive book has been published by the Board of Directors of the Des Moines Board of Trade giving much detailed information about that market. Such subjects as inspection and weights are covered very thoroughly and details are given on Des Moines as a milling center, its industrial activities, railroad and shipping advantages, and as a market for seeds and hay. The book gives illustrations of principal elevators in the market and industrial enterprises and, as a whole, shows the progress of Des Moines in a thoroughly artistic and comprehensive manner.

HAY MARKET SHOWS IMPROVED DEMAND

The hay market is showing a very much improved demand with a considerable increase in number of orders received from the South, which condition, coupled with the fact that the country is not selling, but is holding for higher prices and that we are having very light receipts, causes the thought that we may look for higher prices.

Wheat receipts are in excess of the demand. Our Cincinnati market is suffering in sympathy with the lower options and the few cars offered are only in fair demand at the reduced quotations.—*Dan B. Granger & Co., Cincinnati, Ohio, Market Letter of November 12.*

THE AUSTRALIAN WHEAT SURPLUS

Australia and Argentina are offering new crop for future shipment to Europe cheaper than our prices there. Australia's surplus promises about 120,000,000 which is much larger than her pre-war average of 50,000,000. Crop practically assured by recent fine rains. They harvest chiefly in January. They are still shipping some old wheat to Great Britain. The voyage is nearly three times as long

to Liverpool as from New York to the chief British seaport. Australia is as large as the United States, but has only 5,000,000 people. New Zealand is nearby. She also raises wheat. Australians are a great people.—*C. A. King & Co., Toledo, Ohio, From November Special Market Report.*

LIGHT RECEIPTS EXPECTED

Receipts of wheat here are hardly enough to make an intelligent market. The local millers throughout New York State all seem to want some Red and White Winter wheat at a price around \$2.05 Buffalo.

Receipts of corn are very light and the demand fair, the cash prices during the past week ranging from \$1.02 to \$1.08 Buffalo for No. 1 and No. 2 Yellow.

Receipts in Buffalo for the next 10 days or two weeks will be light for the reason that there is very little grain headed this way from country points.—*McConnell Grain Corporation, Buffalo, N. Y., letter of November 12.*

THE CORN SHOW

A thousand 10-ear samples of corn will form a part of the big exhibit at the International Hay and Grain Show in Chicago, November 27 to December 4, at which prizes totaling \$10,000 will be awarded by the Chicago Board of Trade to encourage general crop improvement.

A departure from the method followed last year has just been announced by Professor G. I. Christie, director of experimental and extension work at Purdue University, who is managing the show. Last year corn samples comprised 20 ears. This year the samples will be only 10 ears. Professor Christie pointed out that it is much easier to pick a 10-ear sample and the exhibitor is able to show corn as good or better. All corn states favored this change. The action, it is believed, will bring the number of corn exhibitors to 1,000 or more.

A class has also been provided for single ear samples of corn. Rivalry in this contest will be keen.

Not only the corn belt, but the East, the far West, the South and Canada are displaying sharp interest in the classes for small grains and seeds for hay and forage crops. There will be interesting competition also for prizes offered for Field Peas, Soy Beans, Cow Peas, and Clover, Alfalfa, Timothy, Alsike and similar seeds.

CORN AN UNCERTAIN PROPOSITION

Our wheat market has been in a more or less demoralized condition for the past 10 days. We have had a few days of sharp bulges but they were of short duration, being met with equally sharp breaks.

The trade now is not paying any attention to figures or statistics; it is only a question of whether they have to have a sack of flour or not and if they can put it off until next week they are going to do it. Bakers who ordinarily would buy a carload of flour, are buying 10 barrels. The same is true in all other lines of the grain trade. It is a hand to mouth proposition. Millers as a rule are very bearish and this does not add anything to the strength of the market.

There is so much uncertainty about corn, that no one dares to make a guess. Farmers all over the corn belt are busy with their husking and are absolutely not paying any attention to the market.

The writer just came back from a trip in Illi-

nois covering people that control about 150 elevators, and when they say they do not get any inquiries they are not figuratively talking, but are literally talking—there is absolutely no inquiry from the farmers as to prices or anything about it. Some little corn could be worked into southern Illinois if it could be had, but we are unable to pick it up anywhere in the state.

There have been a few oats moving, which are being moved out to make room for prospective receipts of corn. Oats in this market are meeting with a good demand at rather excessive premiums. There is no accumulation here of stocks and we look for a continued good demand in St. Louis all season for oats. The low point on this corn will probably be reached before there is any movement of corn whatever and we do not think it is far from the bottom for both corn and oats.—*Elmore Schultz Grain Company, St. Louis, Mo., Market Letter of November 12.*

DEMAND LIGHT

The cash situation in our market on grain is very dull. Both the wholesalers and retailers are overstocked and the consuming demand is light. The exceptionally open fall has kept pastures in good condition much longer than usual and owing to the severe declines in the market and the uncertainty of the future price trend, the buying is of the hand to mouth variety.

There has been some improvement in the demand for spot corn within the last few days, but it does not take many cars to supply the demand and the market would not stand very much pressure.—*Geo. E. Rogers & Co., Pittsburgh, Pa. Letter of November 12.*

NEWS NOTES FROM MILWAUKEE

The interest rate on advances under the rules of the Milwaukee Chamber of Commerce, for the month of November is 8 per cent per annum.

Federal Grain Supervisor, Wm. H. McDonald, who has been stationed here in Milwaukee for the past year and a half has been transferred to Omaha where he assumed charge of the Federal Supervision, November 1. Harry F. Gray, his assistant, takes charge of the Milwaukee office.

The "Freight Bureau," that department which in reality looks after transportation matters, has had its name changed, and is now the "Transportation Department," a name more correctly descriptive of its real character.

The *Daily Commercial Letter*, one of the oldest grain market reviews in the country, has been consolidated with the *Daily Trade Review*, having been purchased by the publishers, on October 25.—*H. A. Plumb, Secretary Milwaukee Chamber of Commerce, Milwaukee, Wis.*

AN INTERESTING PUBLICATION

The *Board* is a new magazine which made its appearance late in October, published by the Promotion Committee of the Chicago Board of Trade. The committee which is responsible for the publication seeks to place before the public the truth about the Chicago Board of Trade; what the Board is; what it does; how its work is done and the effect of its activities. The purpose is further to give important information about the grain trade, grain statistics and general notes of an interesting character. Vol. I, No. 1, contains brief articles by president Leslie F. Gates and Secretary John R. Mauff and a foreword by the editor, Howard P. Jones of Room 717, Board of Trade Building. On the last page of the magazine there are presented

recent publications and pamphlets about the Board and its activities such as "Hedging in the Future Markets"; "Truth and Error in the Economics of the Grain Trade"; "Things you should know about the Chicago Board of Trade," etc. Any of these pamphlets will be mailed by the Promotion Committee on request.

ATCHISON LETTER

The national and state election returns were received at the Board of Trade on the night of November 2, at which time a substantial luncheon was served. The whole affair being financed and put on by the active members of the Board in Atchison, namely, Blair Elevator Corporation, Blair Milling Company, Mangelsdorf Seed Company, S. R. Washer Grain Company, Lukens Milling Company, Dilts & Morgan, Fuller Grain Company, and the Moore-Lawless Grain Company. The affair was largely attended by the grain and milling men and their friends. The guests numbered 125.

The quiet situation in the flour trade is unchanged. Prices made upon request from the buyers are usually out of line with quotations from Canadian mills resulting in no sale.

There is considerable inquiry for mill feeds for immediate and future delivery, with prices somewhat higher than last week.

There is a very limited movement of wheat from the country. This is caused by bad weather as well

light receipts are almost entirely restricted to old corn, prices of which have held relatively higher in St. Louis than in other markets. Practically no new corn moving to this market yet.

Oats being relatively cheaper than any other grain have met with a fair shipping demand sufficient to take care of the comparatively light receipts. In spite of the light movement, however, prices have shown a declining tendency and contract grade is very close to the half dollar mark. Generally speaking the buying power for the coarse grain is very limited.—*Powell & O'Rourke Grain Company, St. Louis, Mo., Letter of November 12.*

SAN FRANCISCO ACTIVE TRADE CENTER

Foremost among the marketing organizations of California is the Grain Trade Association of the San Francisco Chamber of Commerce, with its 150 members, actively interested in growing grain, in our mills, in the export trade, or in warehousing, and often in several of these operations.

The Grain Trade Association is governed by a Grain Committee composed of R. Volmer, chairman, W. L. Beedy, B. Sinshiemer, A. S. Nelson, and T. D. Stevenson.

This Association occupies one-half of the main floor of the Chamber of Commerce, the palatial room known as the Grain Exchange. This meeting place is the finest of its kind in the United States.

in at the sample tables every morning from 10 to 11:30 o'clock. Each member has a table or half of one upon which to display his samples.

The inspection department of the Chamber of Commerce, while organized primarily for the inspection of grain, is also called upon to inspect and issue certificates for quality and weight of other commodities, at the request of any member, or for non-members not resident of the state and not having an agent within the state.

The scope of the department has been greatly enlarged in the last two or three years.

The services of the chief inspector of the department, and of his expert staff, are in demand not only for the inspection locally, of grain, beans, hay, potatoes and onions, but is called upon to inspect numerous importations from the Orient, such as rice, Manchurian beans, walnuts and peanuts.

The inspection department makes up each year grain and bean standards, and samples of these are sent to all trading centers of the world. Upon them much export business is predicated.

The office of the inspector is equipped with the most modern and scientific apparatus, such as test weight scales, gravity separator, screens and other implements for testing grain for cleanliness, purity and weight per bushel.

The department maintains deputy inspectors at Port Costa and at Stockton. Other deputies are



BARLEY PIT OF THE SAN FRANCISCO GRAIN TRADE ASSOCIATION



SAMPLE TABLES ON THE SAN FRANCISCO EXCHANGE FLOOR

as the tendency of the farmers to hold their wheat for higher prices.—*R. T. Willette, Secretary The Atchison Board of Trade, Atchison, Kan.*

CORN SELLING AT ATTRACTIVE PRICES

We are having an excellent demand from millers for Soft Red Winter wheat, which is commanding a big premium over the option—other grades are rather hard to sell except at extreme discounts.

Old corn continues to sell readily at big premiums over the option and does not follow the decline in futures. Several cars of new corn are arriving each day, which are grading very well for this time of the year and selling at very attractive prices. We would suggest consigning this early run corn, as it will sell at small discounts under the old corn.

The oat market continues to be a rather draggy affair, with very little demand from the East—our best outlet being from southern trade. It would seem that prices will soon be low enough to stimulate some Eastern demand.—*McCardle-Black Company, Indianapolis, Ind., Market Letter of November 12.*

GRAIN SHARES WITH OTHER BUSINESSES

Grain business has not escaped the same depression and lack of confidence which exists in other lines.

Wheat continues draggy. Very little demand except for the soft varieties for which there is enough scattered milling demand to take care of the light receipts.

Extremely light receipts of corn have just about been sufficient to supply the local manufacturing requirements. Very little shipping demand. The

Ample facilities for both spot and option market transactions are provided in this great hall, where buyer and seller meet twice daily.

The option market is confined largely to transactions in barley futures. This business has kept pace with the increasingly large area devoted to barley growing. In 1915 a total of 167,500 tons changed hands on the option Board. In 1916 this increased to 246,000 tons; and in 1918, sales amounted to 307,200 tons; in 1919 to 376,000 tons, and during the first seven months of this year sales have totaled 214,700 tons.

The daily sessions of the option market take place from 11 to 11:30 o'clock each morning and from 2 to 2:30 in the afternoon. Thousands of tons of barley for May or December delivery often change hands at a single session, with J. M. Daily, the caller, presiding over the pit, marking each transaction with a bang of the gavel, placing thereby on each contract of sale a seal invisible, but as inviolate as that of a notary. These are two half hours of very active trading.

Options traded in are in 100-ton lots on which a deposit of \$400 is required, half of it to be deposited by the seller and half by the buyer. This deposit goes into the bank and remains there as a guarantee to both parties, until the contract is liquidated. Every trade must be made in the open and placed on record, a copy of which is posted on the blackboard immediately after each session. Members of the Grain Trade Association must deposit \$3,000 or a certificate of stock in the Merchants Exchange building with the treasurer of the Chamber of Commerce, as insurance of faithful performance of their contracts with fellow members.

All varieties of grain, beans, and seeds are traded

sent to various interior points where grain is loaded upon boats or cars and inspections are made on the spot.

Controversies arising between members regarding the quality of grain tendered on sales, as well as other commodities, are settled, and disputes involving values are adjusted by an arbitration committee.

Inspection and grading of grain in eastern and middle western markets is based in printed descriptions while on the Pacific Coast inspection is based on standards of actual grain made up each season. The chief inspector takes into account the soundness, weight to the Winchester bushel and cleanliness as compared with the standards.

The Grain Trade Association provides for its members a telegraph and cable service from all the larger markets of the world, giving each day's spot and future quotations in all the principal grains. These are posted upon the board with other information regarding transportation rates, warehousing charges, crop conditions, and stocks on hand, and, in short, any news or changes in schedules that may have a bearing upon the market or the interests of the grain trade.

The chief inspector is licensed under the Bureau of Markets of the United States Department of Agriculture to inspect shelled corn, wheat and oats, and from the California State Department of Weights and Measures is licensed to weigh.

The annual shipment of flour and barley bulks large in the export list of the state. In 1919, for instance, the total shipments of flour by sea were 1,711,663 barrels, while barley cargoes totaled 3,631,357 centals.

During the first half year of 1920 flour shipments

have totaled nearly 1,000,000 barrels. It must be remembered, however, that these figures fall far short of the state's total exports of these commodities, for a large proportion of the annual production moves by rail to Gulf ports and is there loaded aboard ship for foreign destinations.

These figures are enough to indicate the immense investment necessary in flour mills of sufficient capacity to turn out each year the huge surplus for export and for local consumption.

An official of one of the big flour companies estimates that the investment in flour mills in California, most of which are clustered about the Bay of San Francisco, will easily total \$15,000,000.

The annual production estimate is 5,000,000 barrels of flour, 250,000 tons of prepared animal foods, and 20,000 tons of foods, such as oatmeal and special brands of breakfast cereals.

A rough estimate of the value of all the cereal crops produced in California is \$75,000,000. This, of course, excludes a large proportion of grains that are consumed on the farms that produce them, excludes all grain planted for hay crops, and the immense production of alfalfa and alfalfa seed. Forage crops belong in a category of their own, despite the intimate relation existing between the two in practical farming operations.

NO DEMAND OF CONSEQUENCE

We are handling practically no wheat at all out of this market now. Corn is just beginning to move and the demand as we see it, so far as corn is concerned, will not be of consequence until well along into the winter or possibly next spring. The territory that we serve from a feeding standpoint, has apparently more corn this season than they have had for some years past.

So far as oats are concerned, the demand is not at all sharp, but we are anticipating a decided increase in this demand a little later on. It is apparent to us that there are no stocks of oats of consequence at the larger jobbing centers throughout the South, Southeast and Mississippi Valley. Cash grain here, however, is in good demand, especially oats, owing to the light receipts that we have witnessed during the past several days. Our receipts however, have been about in line comparatively, with those of other markets during the past week or 10 days. We are very glad indeed to give you information contained herein and will be glad to write you, whenever you desire about the situation, as we see it, in the territory that we serve, from Texas to Virginia.

This market usually supplies a fairly heavy percentage in the West Indies with corn and oats. This business owing to conditions in Cuba, at this time, amounts to nothing. Shipping conditions are very unfavorable to all points in the West Indies and the financial conditions are equally bad.—*Halliday Elevator Company, Cairo, Ill., Market Letter of November 12.*

NEW ORLEANS TAKES LEAD

New Orleans is the greatest grain exporting port of the country. Since July it has jumped ahead of Galveston, New York and Baltimore, the three cities which led it in grain exports in the order named at that time. Each week since August 28 the total grain movement through New Orleans has exceeded the total through New York, and for the entire period from July 3 to September 18 the Crescent City port has led its nearest rival by 714,000 bushels.

This is the best record yet made by the port of New Orleans and shows a radical contrast to that for 1919. During the entire year of 1919 the grain exports totaled only 23,973,725 bushels, while for the three months' period from July 3 to September 18, the total was 21,052,000 bushels. If this rate of handling continues for a year, New Orleans will have handled about 100,000,000 bushels of grain, or double the amount the port has ever accommodated before.

That New Orleans has jumped into the forefront of the nation's ports in handling grain is accredited to the fact that the United States Grain Corporation has been disbanded. During its tenure

of office this corporation was said to have used every influence to force export grain through the North Atlantic ports. The natural flow of trade along the easiest and most direct lines has been resumed. Here are figures showing the grain export history of Boston, New York, Philadelphia, Baltimore, New Orleans and Galveston from July 3 to September 18, 1920:

Week ending	Boston	New York	Philadelphia
July 3	1,429,000	1,429,000	646,000
July 10	1,324,000	1,324,000	267,000
July 17	1,388,000	1,388,000	1,455,000
July 24	1,459,000	1,459,000	170,000
July 31	1,560,000	1,560,000	545,000
August 7	1,336,000	1,336,000	618,000
August 14	132,000	467,000	1,387,000
August 21	45,000	3,325,000	895,000
August 28	132,000	1,951,000	347,000
September 4	196,000	2,005,000	412,000
September 11	247,000	2,298,000	109,000
September 18	247,000	1,796,000	729,000
Total	752,000	20,338,000	7,580,000

Week ending	Baltimore	New Orleans	Galveston
July 3	1,512,000	901,000	1,732,000
July 10	1,506,000	1,582,000	1,113,000
July 17	680,000	1,045,000	1,409,000
July 24	1,760,000	1,229,000	1,920,000
July 31	1,120,000	928,000	213,000
August 7	2,104,000	1,125,000	843,000
August 14	1,704,000	1,603,000	1,248,000
August 21	1,220,000	1,990,000	1,939,000
August 28	1,422,000	2,666,000	1,644,000
September 4	1,511,000	3,705,000	1,960,000
September 11	934,000	2,422,000	1,650,000
September 18	1,039,000	1,856,000	2,157,000
Total	16,512,000	21,052,000	18,828,000

AN ABNORMAL GRAIN SITUATION

The immediate chance of a continued major downswing rests on—signs of large wheat receipts all November, failure of farm strike, weakness of foreign money, widening general United States liquidation, the unusual extraordinary \$1.80 to \$2 wheat level, satisfactory winter wheat crop start.

Bulges in all grains are due, swings within the greater swing. Chicago wheat supplies are light but deliveries of various grades at 5 to 8 cents discount ballast December wheat.

Ordinarily, May corn is a purchase in the November 4 to 11 period, and corn nears its average winter levels at this period. The grain situation, however, is abnormal and the corn purchaser may have to wait until these big Canadian wheat receipts are broken.

The tide of wages recedes steadily and the famous "bonus plan" of 1916-19 is now deemed in its last stages. These are extra signs, wheat may remain below \$2.

Rail men discuss their own possible later rate and wage reorganizations. A day of sobriety has arrived. A day that recognizes the helplessness of Europe.—*E. W. Wagner & Co., Chicago, Ill., From late Market Letter.*

CHANGES IN MEMBERSHIP

Duluth.—New members admitted to the Board of Trade are: H. A. Jurgens, C. A. Parsons, and Warren A. Draper. The following have withdrawn their memberships: O. J. Brandstad, W. D. Newcomb and Jos. F. McCarthy. Reported by Secretary Chas. F. MacDonald.

Chicago.—During the past month the following



WHEAT—"TAKE HIM OFF AND I CAN CARRY THE REST"
—Department of Agriculture News Letter, October 27.

have been elected to membership on the Board of Trade: Jas. F. Ball, Walter G. Hall, Jas. Macfarlane, Crichton B. Fox, Jas. M. Hall and Martin Joyce. The membership of the following have been transferred: Henry J. Patten, Edw. S. Hunter, Arthur E. Wood, Robt. D. Nevin, D. P. Cosgrove and Jos. A. Minnear. Reported by Secretary John R. Mauff.

Milwaukee.—Earl J. Pratt of the Armour Grain Company, Wm. P. Walsh of Lamson Bros. & Co., Walter K. Weschler of D. D. Weschler & Sons, Inc., and Earl O. Snyder of the Jersey Cereal Food Company are new members in the Chamber of Commerce. The following memberships have been transferred: Henry Rang, deceased, Edward A. Weschler, Bernard Goldsmith, deceased, and Chas. A. McGinley, additional certificate. Reported by Secretary H. A. Plumb.

TERMINAL NOTES

J. A. McCreary & Sons, of Peoria, Ill., have opened an office at Havana, Ill.

The Rescor & Clark Grain Company, Ltd., of Winnipeg, Man., has incorporated with a capital stock of \$50,000.

Charles Sincere & Co., of Chicago, Ill., have established a branch office at Danville, Ill., with George Porter in charge.

A Chicago Board of Trade membership sold November 11 at \$8,100 net to the buyer. A decline of \$50 from the previous sale.

B. F. Schwartz of B. F. Schwartz & Co., New York, N. Y., arrived home early in October from a visit to Minneapolis and the Northwest.

The McLaughlin Grain Company, newly formed at Minneapolis, Minn., has secured offices on the ground floor of the Chamber of Commerce Building.

Robert W. Harper of Harper & Sons, Des Moines, Iowa, has been elected a director of the Des Moines Board of Trade, succeeding L. N. Hart, who resigned.

Walter Zang, formerly with the Mansfield Elevator Company of Mansfield, Ohio, has formed a connection with the Harper Grain Company of Pittsburgh, Pa.

Thistlewood & Co., of Cairo, Ill., are pushing the work forward rapidly on their new grain elevator. It takes the place of the house burned about two years ago.

William Schwinger is now manager of the Detroit office of E. W. Wagner & Co. of Chicago, succeeding O. L. Newcomer who has returned to the home office.

Robinson & Jackson, grain commission merchants of Baltimore, Md., recently removed their offices to larger quarters at 119 and 121 South Calvert Street.

J. G. Block, Ltd., of Thurso, Que., have been incorporated with a capital stock of \$75,000 by G. J. Cuthbertson, G. A. Cuthbertson, M. A. Smith, and A. D. Donoghue.

The Crabbs-Reynolds-Taylor Company of Crawfordsville, Ind., has increased its capital stock from \$200,000 to \$1,400,000 to help care for its expanding business.

Governor Frank O. Lowden of Illinois recently appointed Leslie F. Gates, president of the Chicago Board of Trade, a member of the Illinois Military Commission.

H. A. Jurgens, representative at Duluth, Minn., of Quinn-Shepardson Company of Minneapolis, Minn., has been elected a member of the Duluth Board of Trade.

The Dorsel Grain Company of Cincinnati, Ohio, received the first car of new Yellow Ear corn to arrive on that market. It came from the eastern part of Indiana.

J. J. Overholtzer, recently in the Sioux City, Iowa, office of the Trusler Grain Company is now connected with the Sioux City office of E. W. Wagner & Co., of Chicago.

The Chicago Board of Trade, Chicago, Ill., has adopted an amendment to the rules holding brokers responsible for their trades until they have given up the name of a principle acceptable to the other

party to the transaction. The principal on both sides is also required to be furnished when demanded by either party.

W. G. Husband, who has been associated for many years past with E. P. Bacon & Co. of Chicago, Ill., returned recently from a several weeks' visit in his old home in Philadelphia.

W. F. Morgan of Columbus, Ohio, who represents in that territory John T. Fahey & Co., grain receivers and exporters of Baltimore, Md., was a visitor recently in the Baltimore market.

The first new shelled corn of the season to arrive at Baltimore, Md., was received by the grain firm of Stevens Bros., October 26. The corn was in damp condition and sold at \$1 per bushel.

B. O. Sawyer and F. L. Cross have formed a partnership under the title of Sawyer-Cross Company to engage in the grain and feed business at San Francisco, Calif., with offices at 149 California Street.

H. B. Slaughter, for years associated with the grain trade of Chicago, has taken charge of the grain department of Hughes & Dier of Philadelphia and New York and will make his headquarters in the East.

The grain and feed firm of Fraser & Sullivan of Philadelphia, Pa., has dissolved partnership, Mr. Sullivan having gone with George M. Richardson. C. C. Fraser continues the business of the former partnership.

The Baltimore Chamber of Commerce has petitioned the Interstate Commerce Commission to suspend the proposed increases in demurrage rates which become effective December 1, and which range from \$3 to \$10 per day.

The first car of new corn in Kansas City, Mo., this season was received October 31 by the E. D. Fisher Commission Company. It arrived from Oketo, Kan., graded No. 2 Yellow with 14.5 per cent moisture selling at 90 cents.

Langenberg Bros. Grain Company of St. Louis, Mo., is now being represented in Iowa by L. E. Roseman, formerly with the Midwest Consumers Company, of Des Moines. Mr. Roseman will make his headquarters at Des Moines.

Dan McKinnon, manager of the Minneapolis office of Thompson, McKinnon, of Chicago, Ill., has been transferred to the St. Paul office of the company as manager, and A. E. Martin has taken charge of the Minneapolis branch.

Arthur W. Hahn, for over 15 years connected with the Illinois State Grain Inspection Department and for a number of years a supervising inspector, has been appointed assistant to chief inspector, Walter Schmidt, at Chicago.

Thompson, Hughes & Co., is a new brokerage firm to engage in business at 24 California Street, San Francisco, Calif. The principals of the firm are E. W. Thompson and A. L. Hughes, both well known in the Pacific Coast grain trade.

The Goemann Grain Company of Mansfield, Ohio, has removed its general offices to 501-502 Webster Building, Chicago, Ill. The reason assigned for the change is to enable the company to secure the best telegraph and market facilities.

Lewis Lederer, of the grain commission firm of Lederer Bros. of Baltimore, Md., was married late in October to Miss Virginia Lindau of Greensboro, N. C. After a honeymoon trip by automobile through the Southeast they will make their home at Baltimore.

E. G. Cool, who for many years has represented Philip H. Schifflin & Co., of Chicago, in Iowa territory, has severed his connection with that firm and embarked in business for himself. The new firm is known as E. G. Cool & Co., and has offices at 822 Hubbell Building, Des Moines, Iowa.

The election of Warren T. McCray, of Kentland, Ind., to the high office of Governor of the great state of Indiana, was extremely gratifying to his many grain friends throughout the state. Mr. McCray has been engaged in the grain business his entire lifetime; at Kentland as vice-president of the Harlan Grain Company, and at Chicago as vice-president of the Sawers Grain Company. It was

announced in this periodical in June that the nomination of Mr. McCray was equivalent to an election and the affairs of the state of Indiana are assured a good and wise administration during his term of office.

E. R. King, formerly with the Arcady Farms Milling Company of Chicago, Ill., has gone with the Godfrey Grain Company of Minneapolis, Minn., and, after getting its transfer elevator in shape for the new crop movement, will be associated with the company's Eastern oats shipping business.

Charles Rockwell, recently president of the Park & Pollard Company of Illinois, with headquarters at Chicago, is now acting as representative with headquarters at Mt. Vernon, N. Y., of the J. J. Badenoeh Company of Chicago, Ill. Mr. Rockwell will cover the New York and the New England States.

The Armour Grain Company of Chicago, Ill., entertained officials of the Chicago Board of Trade in October at the new Northwestern Railroad Elevator at South Chicago, which the company operates. The elevator has a capacity of 10,000,000 bushels and is thoroughly modern in all its appointments.

We are advised by McCordle-Black Company, of Indianapolis, Ind., that any reports in reference to their firm having dissolved are erroneous, McCordle-Black Company dissolved their corporation, effective October 1, but the business is con-

tinued the same as a partnership between J. W. McCordle, B. K. Black and C. A. McCordle. Offices are in the Board of Trade Building.

Eric E. Matchette, of the Orthwein-Matchette Company, grain and stock firm of Kansas City, Mo., was expelled from the Chicago Board of Trade late in October. This firm failed some time ago and had accepted business while insolvent, thus violating one of the rules of the Board which prohibits members from accepting business while insolvent.

Frank G. Coe, for many years in charge of the grain department of the Corn Products Refining Company of New York and Chicago, has become a partner in the New York grain firm of Parker & Graff. He will be the resident partner in Chicago and his activities with the house will include a continuation of the management of the grain department of the Corn Products Refining Company as heretofore.

Lyman Perin has purchased the grain warehouse and corn mill on East Front Street, Cincinnati, Ohio, formerly operated by Perin Bros. The price stated was \$32,000, Mr. Perin assuming a perpetual leasehold of \$13,000, making a total valuation of \$45,000. The sale was the result of some differences in the matter of business operation and which was taken into court for settlement and a receiver appointed. It is the plan to organize a stock company and resume operations at the plant.

TRADE NOTES

P. A. Carlson, an experienced sales engineer, is now representing in Southwestern territory the Great Western Manufacturing Company of Leavenworth, Kan.

The Burrell Engineering & Construction Company of Chicago has secured the contract from the Chicago, Burlington & Quincy Railroad for their new elevator to be built at Montgomery, Ill.

The O. W. Randolph Company of Toledo, Ohio, has just finished installing a Randolph Grain Drier in the Raymond P. Lipe Company's elevator at Bryan, Ohio. It has capacity of 800 bushels per hour.

William A. Miles has opened an office in the Old Colony Building, Chicago, Ill., and will represent the Ohio Millers Mutual Fire Insurance Company of Canton, Ohio, for Western business. Mr. Miles has been in the Canton office of the company for the past eight years.

The Anglo-American Mill Company of Owensboro, Ky., is now represented in the mountain states of Utah, Idaho and Nevada by H. E. Robinson, with headquarters in the Continental Bank Building, Salt Lake City. Mr. Robinson has been in charge of installing "Midget" Marvel mills in the above territory for the past four years and was formerly with the James Stewart Construction Company. His eminent qualifications and manifest fair dealing with his patrons attracted his company to the end he was placed in charge of sales in the Intermountain West.

Fairbanks, Morse & Co., of Chicago, Ill., have purchased the entire business consisting of all stock on hand, good-will and liabilities of the Luster Machine Shop and Railway Equipment Company, 917 Arch St., Philadelphia, Pa. Fairbanks-Morse have opened a new branch at this address under the management of D. W. Dunn, and will sell their complete line of engines, motors, pumps, etc. The entire personnel of the Luster Machinery Company has been retained. E. J. Luster, former president, will be manager of the machine tool division of the Fairbanks-Morse Philadelphia branch.

The death of Elisha S. Williams, vice-president of the United States Rubber Company of New York, on October 8, 1920, was a very great shock and brought sorrow to the host of friends both in and out of the organization who knew and loved Mr.

Williams. Mr. Williams possessed qualities of heart and mind which endeared him to a wide circle of friends and acquaintances. Courteous, considerate of others, kindly, with always the best interests of his associates at heart, he won the liking and goodwill of all with whom he came in contact. He was born in Malden, Mass., in 1873, and educated in the Malden public schools, taking a business course in the Malden high school. He then entered the employ of the Revere Rubber Company, and in the course of a few years became the New England manager, a little later the Chicago manager, and in a year or two was promoted to the position of general sales agent, which, in turn, led to his assuming the chief executive position in that company as treasurer, and later president. In January, 1910, the Revere Rubber Company was purchased by the United States Rubber Company chiefly because of its desire to secure the services of Mr. Williams, who was then elected president of the Rubber Goods Manufacturing Company, which at that time through its subsidiaries controlled all the mechanical and tire business of the United States Rubber System. Mr. Williams was largely instrumental in the consolidation of the tire business of the company's subsidiaries by forming the United States Tire Company in 1911, of which he was the president until 1915. In 1915 he was elected vice-president of the United States Rubber Company, in charge of the mechanical goods business. He was also a director of the United States Rubber Company, a member of the Operating Council, and president of several subsidiary companies.

NEW AND VALUABLE BOOK JUST OUT

The S. Howes Company of Silver Creek, N. Y., has just published a new and valuable book on the "Preparation of Stock and Poultry Feeds." Readers of this magazine can secure a copy by writing to the Silver Creek office of the company.

In the book referred to there is a vast amount of technical information pertaining to the manufacture of feeds, and which it is said is unavailable elsewhere. A book of this kind is something which our readers will find useful, this being a publication in which can be found reliable data telling how to make and compound feeds. Many

of the articles were written by experts connected with the feed milling department of the S. Howes Company. Others were prepared by chemists and officials of nation-wide repute.

Judging from what the large manufacturers have to say on the subject, the prepared feed business is only in its infancy. People are only beginning to find out for themselves the advantages of feeding balanced rations. Statistics published and compiled from Government reports show the production of dairy products in the United States for the year 1919 aggregate tremendous totals. They should furnish food for thought to the aggressive feed manufacturer and certainly ought to cheer even the confirmed pessimist who is fearful lest the commercial feed manufacturing field be overrun. In 1914 the sale of compounded manufactured feeds is given as 69,821 tons. In 1919 it reached 201,486 tons.

In commenting on this report one of the officials says: "A study leads one to believe that the tonnage of compounded manufactured feeds sold in the near future will exceed the tonnage of straight by-product feeds." "There is perhaps nothing that the average miller can engage in with better prospects than the side lines required by the farmers who daily come to the mill," said a well posted dealer. It is often the case that a miller handles nothing but his own product, which is bran, shorts, etc. In other cases he will sell certain advertised brands of feed, but after all it will be seen that the feed

omista d'Italia. All the grain crops of last year's harvest are also to be requisitioned, partly to safeguard the interests of the farmers and partly to insure the state control of production.

AN INDUSTRY BUILT ON SERVICE

Age doesn't make an institution, nor is it a guarantee that it is reliable. But when age is yoked

machinery were taken up and soon they covered the needs of every kind of manufacturing industry requiring automatic conveying systems. The shipping facilities of the Chicago plant were outgrown and the company moved to Tiffin, Ohio, where railroad, labor and factory conditions seemed to present the strongest possible combination. The Tiffin plant has grown to the present great extent.

This year the executive office was moved back



TIFFIN, OHIO, PLANT OF THE WEBSTER MANUFACTURING COMPANY

with careful management, wise expansion, and a reputation for unfailing integrity, then it adds some dignity to the firm and establishes a degree

to Chicago and a consolidation was effected with the Skillin & Richards Manufacturing Company of Chicago. At the same time the Michigan City Foundry and Machine Company was purchased, thus furnishing enlarged manufacturing facilities and, in addition, a gray iron foundry for the exclusive use of the Chicago factory.

The company not only makes conveying and related machinery, but also maintains a very complete engineering service which is at the disposal of the trade in meeting any conveying problems that present themselves.

THE COMMITTEE OF SEVENTEEN MEETS

The Committee of Seventeen, appointed by the American Farm Bureau Federation to investigate the various methods of marketing farm produce, and to devise an improved method of marketing grain, met in Chicago on November 4-6, to hear views of men interested in the subject.

On opening the meeting, Chairman C. H. Gustafson of Omaha, said: "We are here to hear various views of men interested in grain marketing, which views are to be used in our consideration of marketing plans. We shall have another meeting around January 1, when our final plans will be



CHICAGO PLANT OF THE WEBSTER MANUFACTURING COMPANY—EXECUTIVE OFFICES AND FACTORY

stores have a free hand in meeting the big demand for feeds for horses, dairy cattle, sheep and poultry. There is no reason why a good trade cannot be established in goods such as these, providing a high standard is observed in their making, and what's more—a substantial profit will result. We have been told by more than one miller that it is not a difficult task to make the feed end of the business pay the entire running expenses of the whole milling plant.

SHOULD WEEVILY GRAIN BE SAMPLE GRADE?

The Lawther Grain Company of Dallas, Texas, recently protested to the Bureau of Markets against putting grain in sample grade when it contained a few live weevil. The question is an important one as many shipments of otherwise high grade grain have been refused when the market made such refusal profitable.

The Bureau recognized the importance of the matter and provided for hearings at Enid, Okla., on November 9; at Fort Worth on November 10; and at San Antonio and Amarillo, Texas, at later dates. The hearings will be conducted by R. T. Miles, Chief of Field Work; O. F. Phillips, chairman of the Board of Review; and E. L. Morris, division supervisor at Kansas City.

Suggestions have been made to add the words "slightly weevil infested," or "heavily weevil infested," after the grade designation, as is done in the case of "smutty" grain.

IN ORDER to meet the national requirements, measures have been adopted for the requisitioning by the state of all cereal crops produced in Italy during the harvest of 1920, according to *L'Econ-*

of confidence which a new firm could not attain.

So the Webster Manufacturing Company is proud to look back over the 45 years since it was organized, and to review, step by step, the progress which it has made during that time. It ranks among the oldest manufacturers of elevating and



WEBSTER GREY IRON FOUNDRY AT MICHIGAN CITY, IND.

conveying machinery in the country, and recently consolidated by purchase with the Skillin & Richards Manufacturing Company and the Michigan City Foundry & Machine Company.

In 1876 the company started in a little shop with only two men employed. They devoted all their time to making elevator buckets and made them so well that the grain world beat a path to the door of the little shop, and before long it was outgrown and a larger shop was leased and more men employed. In larger quarters the business grew by leaps and bounds, and in 1893 a large factory building was erected in Chicago.

In the Chicago plant other lines of conveying

formulated. These plans will go to the various organizations of the country which are interested in co-operative grain marketing for their individual consideration. Each of these organizations will then choose delegates to a meeting to be held in Chicago, when the plans will be considered and, if accepted, made operative."

Mr. Gustafson said the Committee was opposed to "farmer strikes" for the purpose of influencing grain prices. He said the Committee believed, as did all the farmers, that grain prices were not adequate to pay for production, that higher prices should prevail and that the way to bring this about was for the farmers to do their own marketing

along such general lines as have made the Pacific coast food growers independent of exchanges, food speculators, middlemen, and so on.

Among the speakers who addressed the meeting were Leslie F. Gates, president of the Chicago Board of Trade, and Julius H. Barnes, formerly Wheat Director.

ADDRESS OF L. F. GATES

Mr. Gates promised hearty co-operation in the working out of any system more economical than the present one. But he warned that any new system proposed must be economically correct, and fair to all the people of the country; not merely to the producer.

Mr. Gates declared that the marketing of grain through the exchanges is the most economical marketing of any farm products; that the world open market maintained by the Board of Trade prevented any monopoly in the grain business, and explained how "hedging" provided insurance for all handlers of grain from the producer to the consumer and thus eliminated the speculation or risk of ownership.

Mr. Gates reviewed briefly the evolution of the Chicago Board of Trade since its formation 70 years ago, and declared that conditions brought about by the war had made it necessary for the market to go through that same evolution within a period of a few months. He pointed out that with the first rumors of war the prices of grain shot upward because grain is more sensitive to world conditions than any other commodity.

In discussing how grain exchanges stabilize prices in normal times, Mr. Gates referred to wheat prices before markets were organized and since. He also pointed out that for the thirty-four months before the war, when futures trading was in progress, prices were more stabilized than during thirty-four months when wheat prices were fixed by the Government. The war proved that futures trading

does not fix prices and that prices do not fluctuate because of futures trading or speculation, he contended, adding that prices continued to fluctuate when there was no trading in futures.

Mr. Gates said that the Chicago Board of Trade was dominated by the law of supply and demand. He said that so long as farmers produced more wheat than the country can use there is no possibility of avoiding world competition.

JULIUS F. BARNES OFFERS SUGGESTIONS

On the second day of the meeting Julius F. Barnes addressed the meeting. He summarized the suggestions which he had to offer, and stated that they would improve the relationship between farmers and grain dealers. His suggestions were as follows:

First. Exact and accurate information on all phases that effect marketing and price, both national and world-wide, verified and endorsed by an organization or agency in whose judgment and care the producer has confidence.

Second. Improvement in transportation facilities which maintain a ready marketing opportunity and reduction of transportation costs wherever possible between farm and ultimate market. Under this I would emphasize the great service possible by such projects as the St. Lawrence Ocean Waterway and the broader question of railroad transportation with its phases of adequate car supply and fair rate relation.

Third. Development of home consumption as far and as fast as possible, making our crops less dependent on foreign markets made by overseas competition. With the per capita consumption of wheat in France, for instance, at nine bushels and in the United States at six, we have a possible field of home consumptive expanse which would benefit our people in both health and living costs.

Fourth. Developing and understanding and appreciation of the great exchanges and co-operation with them in developing their full service and eliminating their defects and abuses.

A number of other speakers were heard during the meeting, and the Committee took it all under advisement, to be discussed at their next meeting.

generous endorsement of the things we did or attempted to do. Your course has been fine in endeavoring to educate the grain trade as to the usefulness of the Grain Dealers National, and has materially assisted in almost doubling that membership in the two years past.

I am very sure this valuable assistance was not personal in the least and I am equally as sure that the same loyal support will be given my distinguished successor, Mr. B. E. Clement, whose administration will surpass any that has preceded it.

In my humble opinion the grain trade is to be tried in the next two years as never before. The next Congress will be met by the grain growers being better organized than ever before. They will be represented in Washington by a formidable lobby and they may ask for and insist on the doing away with all future trading in grain.

The public is ignorant of the function of the grain exchanges and will remain so until those engaged in the grain trade enlighten them. There is no organization that can do this other than the Grain Dealers National Association, and they can only do it largely through our trade papers. They must take the lead in educating the rank and file.

When this is done we may be able to carry the news to the daily press as well as the great body of farm papers, practically all of whom are woefully ignorant of the cost of handling grain or the benefit of grain exchanges. I know you will do more than your part in the work before us. Again thanking you for your splendid co-operation in the past, I am,

Faithfully yours, P. E. GOODRICH,
Winchester, Ind.

CLEAR RECORD CLAIMS

Editor American Grain Trade:—Secretary Culbertson of the Illinois Grain Dealers Association, through a bulletin, has suggested the advisability of fighting through a test suit on clear record claims, the expense to be defrayed by voluntary contributions.

With no intention of appearing in opposition to Mr. Culbertson's plan, permit me, however, to suggest the following for careful consideration.

Test cases on clear record claims have been fought through and the shipper has won in cases where the loading and unloading weights have been proven correct and a difference shown. The most notable of these is a Texas case where recovery was obtained for loss of wheat on a clear record car, with two interline inspections by the carrier and no leakage ascertained. From having settled similar claims with various legal departments, I am confident that any railroad legal department will admit liability on a clear record claim where a difference between loading and unloading can be proved. The difficulty is that so many country shippers through inaccurate scales are not in a position to surely prove correct loading weights. They may think grain has been lost—but proving it in court has been found a different thing.

Is a test case possible on a clear record claim? I can hardly see how. The railroad is liable for proven differences in weight, but the facts in each case vary so, that where one shipper on a clear record claim might be able in court to prove a difference in weight and a correct loading weight, another shipper with different scales inspected at a different time and working slightly differently would not be able to. It seems to me that the only thing that can be tried out in a test case is the general principle as to the liability of the railroad for loss where a difference can be shown between correct loading and unloading weights. Such a general principle has already been tried out and the railroad held liable and the railroad authorities with whom I deal in general admit it. The trouble in each case is bringing the claim within the general principle and showing that in any particular case there were correct loading and unloading weights and that there was a loss as shown by such weights. As to this last matter, it is obvious that a test case that would benefit all shippers is impossible—since the facts going to make up correct loading weights in each case would vary considerably.

The railroad can always fight to the limit one

COMMUNICATED

IN BUSINESS FOR HIMSELF

Editor American Grain Trade:—Will you kindly change the address of my "American Grain Trade" from Mason City, Iowa, to my present address, 822 Hubbell Building, Des Moines, Iowa? The writer is now in business for himself in this market, as E. G. Cool & Co., after many years representing Philip H. Schifflin & Co., of Chicago, in Iowa territory.

Yours truly,
E. G. COOL,
Des Moines, Iowa.

LOSSES SUSTAINED

Editor American Grain Trade:—You are advised of the appointment of Messrs. Waldo Newcomer and William Ingle as receivers for my business and property. My financial embarrassment has been brought about largely by heavy losses sustained in connection with shipments of corn to Cuba and Porto Rico, and the shrinkage in market value of all lines of stock carried by me.

The receivers will operate the business for at least 10 days, by which time it is hoped some definite plans can be arranged, with the approval of the Court, for the further operation of the business, looking toward a reorganization.

Yours very truly, CHAS. J. BOLGIANO,
Baltimore, Md.

GRAIN MEN AT THE HELM

Editor American Grain Trade:—The great battle of ballots passed in this state on November 2 and as a result the grain dealers find one of their number was elected Governor and another one Lieutenant-Governor. Warren T. McCray of Kentland, Ind., was elected Governor on the Republican ticket by about 170,000 plurality, and Emmet F. Branch of Martinsville was elected Lieutenant-Governor by about the same plurality.

The grain dealers generally feel that the state's

affairs will be handled in a business-like fashion and the public will have no occasion to regret the action of the electorate.

Many very important matters will be up for consideration and the success or failure of the administration will be affected by the attitude of the whole people toward the public affairs, but we feel sure a fine start has been made in the election of Mr. McCray as Governor, and if he will accomplish one-half the degree of success in public affairs that he has accomplished in private affairs no occasion for regret will follow.

Respectfully,
CHAS. B. RILEY,
Secretary, Indiana Grain Dealers Association.

ILL HEALTH FORCES RETIREMENT

Editor American Grain Trade:—Mr. Paul Larsen, who was a member of the firm of Loewith, Larsen & Co., New York City, since 1911, has withdrawn, owing to very poor health. Mr. Larsen is returning to Vienna, where he intends to spend the rest of his life. Mr. J. Loewith, organizer of this firm, with 25 years' experience in the seed line, both American and European, is now sole owner and will carry on the business under the old name of Loewith, Larsen & Co.

LOEWITH, LARSEN & CO.,
New York, N. Y.

WHAT IS AHEAD OF US

Editor American Grain Trade:—I wish to thank you for your most generous treatment while I had the honor of serving the grain trade as president of the Grain Dealers National Association. Your splendid publication has been most helpful to our organization during the past two years. If you have noticed, in your paper, my mistakes, I have failed to notice it.

But I have observed from month to month your

supposedly test case on a clear record claim, and they will fight it if it is given publicity as a test case. Because so many loading weights cannot be proved absolutely correct, there is a chance that they might win.

The fighting of 500 or 1,000 cases on clear record claims with good weights, however, cannot be efficiently fought by the railroad. One suit will cover all the clear record claims of any one shipper. If the amount to be contributed to the fighting of a "test" case by any shipper was spent in court costs in fighting through his own suit, so many suits would be started that the carriers would have to give such claims more recognition—and each shipper would benefit financially by such a plan directly instead of indirectly.

Permit me to suggest that a distinction exists between the freight claim and legal departments of a railroad, and where the former will not settle claims on clear record claims, the latter will after suit is started in the cases where good proof of correct weights can be shown. I would advise that I can cite a number of cases where such clear record claims have been settled by the legal departments after suit and preparation for trial. In my own experience, where such a settlement has not been made, it has been because the shipper's weights have been so uncertain, or else the terminal weights were "under suspicion" by the railroad, and it was a matter of extreme doubt as to whether the railroad actually lost any grain at all.

I am confident from my own experience that better weights and more suits—not just one—but scores of them—will bring the proper results on clear record claims. But it must be better weights at the terminals as well as at the point of shipment, and I am afraid there is room for improvement in both ends from the many scores of claims that pass through my hands.

Yours truly, OWEN L. COON,
Chicago, Ill.

NEW FLOUR CITY BRUSH POPULAR WITH GRAIN TRADE

A new brush designed to meet the requirements of the grain trade has been recently placed on the market by the Flour City Brush Company, 424 South Fourth Street, Minneapolis, and is meeting with unusual success. It is made for sweeping grain cars and elevator floors.

The manufacturers state that practically all terminal elevators and flour mills in Minneapolis, Duluth, Port Arthur and Ft. William, are now us-



BRUSH FOR SWEEPING GRAIN

ing this brush exclusively and although it has been on the market but a short time it has proved its worth.

It is a push-brush as shown in illustration and the fibre is flared out at the ends so that the corners of the cars are easily accessible. It is claimed that this brush will outlast four or five corn brooms effecting a considerable saving, as well as doing faster work. It is built on a hardwood block 14 inches wide and flared out to an 18-inch sweep. In the center of the brush is a row of stiff, coarse fibre to prevent brush from bending over under heavy load, and on the outside is a finer and more flexible fibre which makes the brush sweep clean at all times.

DOES IT PAY TO HOLD GRAIN?

George H. Jackson, a banker of Wales, N. D., recently gave out a statement in which he discussed the ever-recurring question: "Does it pay to hold grain till spring?" After discussing some factors which affect the market, such as the Russian situation, finances, etc., Mr. Jackson says:

"One thing we can do and that is determine whether in the past the farmer who marketed his grain in November and December received greater returns than the farmer who sold in the spring. If we find that for a 20-year period the November and December markets were better than the spring markets then the chances are that the same will hold true for this year. What are the facts? Has the price of wheat been lower in the fall than in the spring and in case it has been lower is the difference in price more than is necessary to pay for interest on money, insurance, shrinkage of wheat and storage room for the wheat? You can find the answer to this question if you will study the four tables given below.

Table One gives the average monthly prices for 10-year period, 1901-1910 of cash wheat in Chicago.

Table Two gives the average farm prices for wheat on the first of each month, 1910-1919.

TABLE	ONE 1901-10	TWO 1910-19
July	\$0.931	\$1.278
August .....	.921	1.289
September .....	.927	1.284
October .....	.923	1.28
November .....	.911	1.311
December .....	.933	1.302

Average price for six months, July to December

July	\$0.924	\$1.29
January	\$0.912	\$1.205
February .....	.935	1.264
March .....	.928	1.256
April .....	.923	1.271
May .....	.956	1.372
June .....	.957	1.365

Average price for six months, January to June

Table Three gives the per cent of wheat marketed by U. S. farmers in different months.

Table Four gives the per cent of wheat marketed by North Dakota farmers for each month of the year.

TABLE	THREE Per Cent	FOUR Per Cent
July	12.6	2.9
August	14.9	5.2
September	16.8	19.9
October	14.6	19.8
November	10.9	16.3
December	7.8	10.6

Per cent of grain marketed by farmers in six months period July-December

January	5.7	5.8
February	4.6	4.6
March	3.3	4.2
April	3.5	2.7
May	3	2.7
June	2.3	4.4

Per cent of grain marketed by farmers in six months period January-June

These tables show that for the years 1901-1910 the farmer who held his wheat until the six months period January-June received only 1½ cent more per bushel than the farmers who sold shortly after harvest. This 1½ cent would not come any way near paying for interest on money, shrinkage of grain, storage and insurance.

For the years 1910-1919 the farmer who held his wheat until six months period, January-June, received not one cent more per bushel than the farmer who sold shortly after harvest.

In the past 20 years the North Dakota farmer who marketed his wheat in November and December made more money than the one who held his wheat until spring.

The prevailing idea that wheat is always much higher in the spring than in the fall is a fallacy, as is proved by these tables.

There is another idea prevalent which is proved fallacious by these tables, and that is the idea that the grain buyers, speculators, chamber of commerce, terminal elevators, millers and bankers combine to depress prices when the farmer sells and boost prices as soon as the wheat is out of the farmers' hands and into the hands of the speculators.

The farmer marketed 78 per cent of his wheat in the six months period, July-December, and during the six months period the average price of wheat was not one cent lower than during the other six months period when the farmer marketed only 22 per cent of his wheat. (This is for the years 1910-1919.) For the years 1901-1910 wheat was 1½ cent lower when the farmer marketed 78 per cent of his wheat, but this margin would not pay for expenses of holding into the next six months periods.

No honest man can go through these tables and then claim that the Minneapolis Chamber of Commerce and the Chicago and Duluth Boards of Trade fix the price of wheat so as to force the farmer to accept a low price when he markets his grain and then boost the price before they pass it on to the consumer. Yet I have heard such accusations made time and again not only by farmers but by bankers and other business men.

It has become a habit with most people to criticize and blame our marketing system for all the ills of

mankind and especially for the high cost of living. The speculator, it is said, gouges the producer by depressing prices when the producer sells and boosting prices when the producer buys. What must our conclusion be with regard to the marketing of wheat? For the 10-year period 1901-1910 the U. S. produced on the average 670,798,000 bushels of wheat, having a farm value of \$525,777,000. Over 75 per cent of this, or 503,098,000 bushels, having a farm value of \$394,332,000, was thrown on the market in the six months period, July-December. You would naturally suppose that there would be a most decided slump in prices for those six months. Think of the strain on the storage facilities and the financial fabric of our country to absorb such an enormous amount of produce worth such an enormous sum of money! Yet such was the flexibility and efficiency of our wheat market that the farmers who sold in the six months period, July-December, when three-fourths of the wheat was marketed, received only 1½ cent less per bushel than the farmers who stored 25 per cent of the wheat in their own granaries and sold in the other six months period. That, I say, is a modern miracle of marketing efficiency.

Furthermore, it is impossible to conceive of any form of state control that would accomplish the results that are obtained under our present system of grain exchange by letting each individual buy and sell in accordance with his view of what future prices will be. It is impossible to estimate what our grain exchanges save the farmer by stabilizing the price of wheat throughout the year. I doubt if there is any organization to whom the farmer owes a greater debt than he owes to the modern grain exchanges.

Most people who accuse the grain exchanges with being harmful to the farmer do so from ignorance and not from malice. There are some, however, who make the accusation in order to become popular and get the farmers' vote. These latter can not plead ignorance as their excuse. They are trying to guide the thoughts of others and it is their duty to first carefully investigate a subject before making public accusations and trying to lead others to condemn the business or political organizations of our country. Any man who, in order to get votes, makes a false accusation, is a traitor to the truth and a traitor to our country.

There are plenty of wrongs in this world that ought to be righted. Let us not waste our time, temper and energy in fighting an evil that does not exist.

In this paper I have attempted to correct certain misconceptions with regard to the marketing of wheat. In closing I wish to state certain principles which underlie the whole marketing process; principles which are frequently totally misunderstood and this misunderstanding has led to many costly mistakes and will lead to more unless more people come to understand the basic principles of the marketing process.

The great principle of modern society is the honor that is owed to productive industry.

Any process that makes a thing more useful—by transporting it from one place where it is less needed to another place where it is more needed, or by storing it from one season of the year when it is less needed until another season when it is more needed—is a productive process.

Hence it is evident that marketing is a productive process.

Those who assist in bringing wheat from the farmer to the miller and flour from the miller to the consumer are producers just as much as those who raise the wheat; they all create utilities. Those much-maligned people called "middlemen" create utilities by transporting, storing and sorting products of the farm and factory.

There may be too many middlemen, it may be that some of them hinder rather than help the flow of commodities from producer to consumer, but take them as a class and they are an indispensable factor in the productive processes of civilization. He who condemns the middlemen as a class and advocates their destruction is really advocating the destruction of the most characteristic and essential feature of modern civilization.

BRITISH wheat acreage has declined materially on account of the price having been fixed at 76 shillings per quarter while imported wheat ranges up to 135 shillings. The loss in acreage in June of 1919 reached 400,000 acres.

THE 1920 crop of breadstuffs in Germany is to be requisitioned immediately after harvesting by the Communal Association in whose district it has been grown, according to a recent order of the German Government, reported in the *Kölnische Zeitung*. Contracts for the sale or purchase of the standing crops may not be concluded without the written sanction of the Communal Association concerned. The grain ceases to be under expropriation as soon as it has been purchased by the central grain department or the Communal Association concerned. Infringement of this order will be punished by imprisonment not exceeding one year and a fine not exceeding 50,000 marks.

ASSOCIATIONS

FALL MEETING OF THE OHIO GRAIN DEALERS ASSOCIATION

The grain shippers at the fall meeting of the Ohio Grain Dealers Association at Columbus, on November 9, were well repaid by an unusually successful and interesting meeting. In addition to the regular dealers present there were a number of managers of farmers' elevators, who came to the meeting. Some of them took part in the proceedings adding their quota of information as to the corn situation, a reasonable margin under present conditions and proper time for marketing. Although the membership of the Association is growing under the work of officers and committees yet it is greatly desired that a far larger number of grain dealers join the organization and it is truly a short-sighted policy for the Ohio grain shippers and farmers elevator companies not to give the state



PRESIDENT O. W. COOK

gathering their support and receive all the benefits that would accrue from an active membership.

President O. W. Cook of Columbus called the morning session to order at 10 o'clock and kept things running in a lively manner until the close of the afternoon meeting. Fred E. Watkins, of the Cleveland Grain & Milling Company of Cleveland, opened the program by an address on "Trade Rules." He stated that this subject could be the starting point for almost any kind of a speech and that the main cause of disputes in the trade was loosely drawn contracts. "We make terms," said he, "over the phone and then trust in providence that the deal will come out all right." To a question that Mr. Watkins put as to how many present had read the Trade Rules of the Grain Dealers National Association, very few signified that they had done so. He advised them to send to Secretary Quinn for a copy. Since, when disputes arose they were bound to abide by the rules it was very vital that they became acquainted with them.

Mr. Watkins added further that when a dealer sold on terms of a certain market he also accepted the terms of that market. It was therefore well to know what the terms of that market were. Rules of various markets differed although attempts were being made to bring about greater uniformity. When the dealer accepted a card bid he also accepted the rules contained therein.

Mr. Watkins alluded to the fact that often a shipment could not be made in contract time. It was better under those circumstances to take the matter up with the buyer early and secure if possible an extension of time. The chances were that the buyer would meet him halfway on the matter and the whole subject would come to light some time and it would be best to meet it promptly. He spoke of the new book which would be shortly issued by Secretary Quinn, giving arbitration decisions for

a period of years and advised all dealers to secure a copy. Rule 38 of the Trade Rules, said Mr. Watkins, had been objected to by the New England grain trade but the rule still stood. This rule was to the effect that the buyer must examine his shipment of grain within 48 hours and failure to do so implied acceptance of same. Grain also that was diverted from original destination implied an acceptance of same. He asked for loyal support of the Grain Dealers National Association during the coming year. It was the only organization through which the entire grain trade could be represented. The agrarian movement was swinging onward with a great impetus and it was incumbent on the grain trade to show its right to exist. We know we are performing a real service, but it is only through a national organization that this can be demonstrated.

S. L. Rice of Metamora, Ohio, a member of Arbitration Committee No. 3 of the Grain Dealers National Association, spoke upon some of the results of arbitration. He began by saying that the grain trade was greatly indebted to Mr. Watkins for what he had done in the Trade Rules Committee. He brought forward the fact of the large number of arbitration cases presented to the various committees for settlement. The number of these cases could be lessened, he said, if the parties to contracts would not take such a stubborn position. If the grain dealer made a loose contract he should assume some portion of the blame himself and in that way many cases would be eliminated before reaching the committees. Promptness in facing the issue would often be of great help and many dealers would find the man at the other end of the line a reasonable person if he would get in touch with him.

Dr. Park, of Ohio State University, told of the probability of another grain show this winter and spoke of the short course in agriculture beginning at the college in January and recommended that the grain dealers co-operate in securing attendance of farmers with the view of raising larger and better crops. Following Dr. Park's address the morning session adjourned.

AFTERNOON SESSION

The first order of business for the afternoon session was the reading of the report of the Committee on Resolutions by Geo. Stephenson as follows:

The Federal Trade Commission

Whereas, The Federal Trade Commission was created because, as stated by President Wilson, "the business men of the country desire something more than that the menace of legal process be made explicit and intelligible. They desire the advice, the definite guidance, and information which can be supplied by an administration body, and interstate trade commission"; and

Whereas, After the bill creating the Federal Trade Commission had been passed President Wilson stated that "A Federal Trade Commission has been created with powers of guidance and accommodation which have relieved business men of unfounded fears and set them upon the road of hopeful and confident enterprises"; and

Whereas, Business men had, therefore, the right to expect friendly co-operation, assistance and guidance from the Federal Trade Commission; and

Whereas, Widespread dissatisfaction now exists concerning the attitude of the Federal Trade Commission toward business, and grave doubts are entertained by a large proportion of business men concerning the usefulness of the Federal Trade Commission; therefore, be it

Resolved, That the Ohio Grain Dealers Association petition the Congress of the United States to repeal the law creating the Federal Trade Commission.

On Federal Grain Standards

Whereas, Frequent changes in specifications for grain under the Federal Grain Standards Act are likely to cause dissatisfaction among producers and great confusion in the grain trade; therefore, be it

Resolved: That we petition the Secretary of Agriculture to provide that when revisions or changes in grain grades become necessary, that the grades so changed shall not be thereafter changed within a period of less than three years, and

Resolved: That, at the same time, we express to the Secretary of Agriculture our appreciation of the public hearing granted in April of this year in regard to suggested changes in the wheat grades.

On Economic Readjustment

Whereas, A world war, with its consequent unsettlement of conditions affecting agriculture, industry, business, finance and transportation, brought out subsidies, price fixings, preferential credit and transportation by Government agencies, both at home and abroad, so interfering with the natural operations of the law of supply and demand in the marketing and distribution of all commodities, and

Whereas, In the necessary readjustment from wartime conditions and control Governmental agencies are still active in attempts through control of transportation and of credits and through discouragement of normal buying to artificially hasten a return to more normal business conditions, and

Whereas, The inequities arising out of such activities tend toward unsettlement of the public mind, discouragement of individual initiative, stimulation of class prejudice and hatred and even toward promotion of un-American political doctrines, and

Whereas, Agitators and demagogues are taking ad-

vantage of these conditions to inflame the public mind and to distort economic truths in order to accomplish their own selfish purposes, and

Whereas, The methods and propaganda used for these purposes have accentuated rather than minimized the ills incident to the necessary economic adjustments following wartime conditions; therefore, be it

Resolved: That the Ohio Grain Dealers Association deplores all activities calculated to hasten or to interfere with a natural and orderly readjustment of economic conditions, and

Resolved: That we unqualifiedly condemn unpatriotic and un-American appeals to class prejudice and for class legislation through misrepresentation of economic truths, and

Resolved: That through our membership we commend to all classes of citizens great patience, conservative thought and sound judgment to the end that the burden of a world war, for which we have not yet fully paid, may be borne by all citizens equitably and without such discontent as would lead them to give willing audience to those un-American agitators who would take advantage of present conditions to accomplish the overthrow of American institutions.

Whereas, Resolution adopted by the St. Louis Convention of this Association instructing the Legislative Committee to secure the passage of an amendment to the Revenue Act that would exempt from transportation tax the inland movement of export grain from shipping point to port of export resulted in two bills, S. 4027 and H. R. 13015, being introduced at the last session of Congress, and

Whereas, Despite the strenuous efforts of the Legislative Committee to secure the enactment of these bills, same were left over, due to the volume of important legislation which burdened the last Congress, and

Whereas, The members of this Association continue to suffer through inability to comply with the onerous



SECRETARY J. W. MCCORD

regulations of the Treasury Department now necessary to secure the exemption to which they are entitled, be it, therefore

Resolved: That the Legislative Committee be further instructed to seek the introduction of bills similar to S. 4027 and H. R. 13015, during the coming session of Congress.

Fred Watkins moved the report be adopted as read and that the secretary bring the resolutions to the attention of members of Congress.

Mr. Hamilton, president of the American Guaranty Company, made a short address on the bonding of warehouses under the United States Warehouse Act and its alleged advantages to the grain dealer. Having qualified under the law the grain dealer could add materially to credit on his grain with the Federal Reserve Bank.

E. T. Custenborder, of Sidney, related his experience as farmer and grain dealer in the matter of better corn crops. He had been trying to get the farmers about Sidney to leave off planting for a large sized ear. In a demonstration he had shown on the same land that corn planted for medium sized ears went 60 bushels to the acre, while corn of large ears went but 50 bushels to the acre. The small eared corn also matured earlier and was in less danger from frost. He said the farmer should be urged to raise the corn that would produce the largest number of bushels per acre.

In the Miami Valley territory, Mr. Custenborder reported a good corn, oats and wheat crop and average acreage. Not very much corn would be handled until the latter part of November. He thought it should be handled on a seven cent margin but that this figure might be lowered a trifle this year to perhaps five or six cents. He didn't look to see a free movement until the car situation improved a little.

Mr. Updike of Cedarville said his county had raised a lot of corn. Farmers' talk was that they would crib and not sell it.

Mr. Motz of Brice reported a good crop but not husking out as well as the appearance of the shock would indicate. Had taken in a few loads at a cent a pound. They had handled no oats. Cars were scarce.

Mr. Bowers of Amanda failed to see how they were

going to pay the farmer what he wanted for his corn and come out even. This was the problem that confronted the dealer this season.

Mr. Pollock of Middlepoint thought they had the largest crop of corn in Van Wert County that they had handled in 20 years. There was not much large eared corn. It was going to the elevators at 80 to 90 cents per 100 pounds with no demand. Running about 17 per cent moisture. About one-fourth crop of clover. Old corn was coming in at \$1 per 100 pounds.

Mr. Heffner reported a good crop of corn in Piqua County, running about 25 per cent moisture.

Mr. Stephenson of Rosewood stated they had bought no corn and would not do so for some time. It was in better condition than for years.

Mr. Graham of Defiance reported an excellent crop and said they would handle it on a fair basis.

Mr. Shoemaker, West Alexander, said their corn crop was very good with very little wheat. Some clover seed in the county but very few sales. As to margin, was taking all he could get on a basis of being fair to the farmer.

Col. Groce of Circleville gave the information that they had one of the largest crops in Piqua County in years. They were trying to get away from the big cob. He didn't see how the dealer could handle this crop with its 25 per cent moisture at much less than 10 cents per bushel margin.

Mr. Risser of Vaughnsville said they had as good corn as anywhere and thought they ought to have at least 10 cents margin in handling it.

E. A. Grubbs of Greenville said the corn crop in his territory was about as reported elsewhere. As to margin he reminded the dealers that the corn was green and that they would have some loss in shelling. They ought therefore to have enough margin to cover shrinkage. He advised to hold off buying as long as possible.

Fred Mayer, on being called upon for an expression of opinion on the corn situation, took occasion to compliment the dealers on their good standing maintained under the excessive price declines which could scarcely fail to bring losses. It showed that the dealers of Ohio were made of the right stuff.

H. W. Fish, miller and grain dealer, spoke of the extreme folly of the present agitation to do away with the middleman. This was a misnomer as no such thing as the middleman existed. The grain dealer filled as necessary a place in the commercial scheme as the grower of the crop or the transporter of the grain.

At the conclusion of Mr. Fish's address the meeting adjourned *sine die*.

VISITORS PRESENT

Associate members and visitors who attended the meeting included: Fred E. Watkins of Cleveland Grain & Milling Company, Cleveland, Ohio; Fred Mayer and W. W. Cummings of J. F. Zahm & Co., Toledo, Ohio; Fred W. Camper, S. W. Flower & Co., Toledo, Ohio; Roy V. Harper, Harper Grain Company, Pittsburgh, Pa.; E. L. Southworth and Kenton D. Keilholtz, Southworth & Co., Toledo, Ohio; C. Schaaf, H. W. DeVore & Co., Toledo, Ohio; S. L. Rice, Rice Grain Company, Toledo, Ohio; Geo. B. Sutton, with Huntley Manufacturing Company, Silver Creek, N. Y.; Jas. Pollard with Sprout, Waldron & Co., Muncy, Pa.; J. E. Gambrill with S. Howes Company, Silver Creek, N. Y.; Wm. McKnight, Pittsburgh, Pa.; M. Tracy, Clarksburg, W. Va.; W. F. Morgan with John T. Foley & Co., Baltimore, Md.

WESTERN SEEDSMEN MEET AT KANSAS CITY

The Western Association of Seedsmen held a convention in Kansas City November 6, that was particularly interesting because of its timeliness. Among the 60 seedsmen present, there were representatives of the large field seed houses, as well as of the garden seed firms which have maintained this organization for nearly 20 years. The field seed interests have found this Association helpful, and in the past few years more and more of them have been joining in its work.

Fred W. Mangelsdorf of the Mangelsdorf Seed Company, Atchison, Kan., elected president at Omaha in May, succeeding H. A. Johns, presided. His address at the opening of the convention was a brilliant review of seed trade history since the beginning of the war—and an optimistic declaration of the eventual solving of all situations that may at the moment seem difficult.

Aside from two addresses based on thorough preparation, the seedsmen present discussed only informally the subjects brought up. The first address was by Clifford Corneli of the Schisler-Corneli Seed Company, St. Louis, in which he presented the results of an exhaustive study of turf and lawn grasses made by him the past few months. His purpose was to find ideas for use in serving golf course customers. Mr. Corneli made several suggestions of pertinent value, on which seedsmen commented favorably. He urged encouragement in the growing, harvesting and distributing of Rhode Island Bent; and recommended Creeping Bent, which he said might soon again be available, for

close-clipped turf. He gave his conclusion that liming was useful only for Bluegrass among lawn grasses, and for Rhode Island Bent.

J. G. Peppard of the J. G. Peppard Seed Company, Kansas City, in his address, spoke of the effect of the use of trade acceptances; suggesting that they had proved a detriment in many cases, by facilitating sales; and had perhaps influenced some buyers to overstock, or to buy when normally they would not buy.

M. Kurtswell of the Iowa Seed Company, Des Moines, Iowa, contributed to a discussion of the difficulties of deciding on catalog prices, a valuable suggestion. This was that this year, of all years, the seedsmen could well minimize the factor of seed costs, and give greater consideration to the incidental and overhead costs of distributing seeds. Strict cost accounting in all elements of his preparation for selling, said Mr. Kurtswell, would disclose to the seedsmen that many items of his expenses are as high as ever now, and some perhaps higher. These items are important factors, too, in the final price to be put on his seeds. And approaching his subject from the angle of his total costs, the seedsmen is not likely to make serious errors.

The seedsmen assembled for luncheon in the Doric Room of the Baltimore Hotel, across the hall from the convention room. After the luncheon, W. J. Bailey, former governor of Kansas, president of a bank at Atchison, Kan., and himself a farmer; director of the Federal Reserve Bank of the Tenth District, delivered an inspiring address. He urged the seedsmen to maintenance of high standards in seed distribution, so much for agriculture and the public depending on their fidelity to principle. Discussing the financial situation, Mr. Bailey pointed out that money stringency in this district is directly due to holding of products in first hands. He earnestly urged the seedsmen to co-operate with all business men, in promoting the movement out of first hands.

"Hundreds of millions of dollars are frozen, inactive, tied up, while a single hundred million dollars worth of products is held by the grower," he said. "It is vitally necessary that the products begin to move from these first hands; get into your hands, and others, from which they will be sure to move on promptly until they get to the consumer. In Kansas alone \$300,000,000 worth of wheat, at present prices, held for higher prices. In the Tenth District, are \$1,000,000,000 worth of products. The release of \$100,000,000 worth will relieve the present situation, for the farmers can then pay their debts, and their creditors can pay debts, and so down the line."

Mr. Bailey deplored the activity in some quarters, to seek special privileges for special classes in the holding of goods for higher prices. Everybody, he said, must make a sacrifice in these times; and nobody should expect to check business and hold for war time prices, avoiding such sacrifice.

Among the seedsmen, it was generally agreed that carryover stocks of field seeds are large, especially in Clover and Timothy; that there will be a large demand for Clover—"farmers are hungry for it," as one seedsmen put it; that Alfalfa seed crops were very large in this district; that a very small proportion of the seed crops have moved, but that there are signs of loosening now. While some seedsmen were inclined to be disturbed by the persistent holding of seed by growers, others were inclined to consider this a helpful factor in the seedsmen's situation; it being better for the grower to hold, than for the seedsmen to gamble. Definite price levels have not yet been made clear to anybody in the trade. There is still plenty of time for the seed to be moved into distributors' hands, cleaned, and forwarded. In Kansas City territory, Alfalfa is an important seed item; and seedsmen point out that in three weeks they can buy, secure, handle and deliver seed.

Consensus of opinion was that the present situation, while annoying to seedsmen, is not particularly upsetting; they dislike to undergo the uncertainty of waiting until the first of the year to know where they are going to get seed, and what they can promise their customers in the way of deliveries and prices.

There is far less trading among seedsmen than a year and two years ago. Seed in those years was bought many times, and passed around in the trade, swelling the apparent visible supply, and at the same time swelling the price. While there was some trading at this convention, there was far more exchange of information on available stocks and available markets. There was general confidence in the greatly increased demand for field seeds, as a consequence of the decline in the price of wheat.

The subject of publicity campaigns for garden seeds, and for field seeds too, was discussed. A. M. Eldridge, of the Henry Field Seed Company, reported on the garden seed campaign, saying that much material on gardens will be seen in the newspapers this winter. A. W. Schisler, of the A. W. Schisler Field & Garden Seed Company, St. Louis, urged that field seed men take up a publicity campaign also, either in co-operation with the garden seedsmen, or independently. The tremendous results of the War Garden campaign of the Govern-

ment, and the success of the florists' publicity campaign, were mentioned as suggestive of results which field seedsmen might obtain.

Saturday evening, the visitors were entertained at dinner at the Savoy Hotel, the hosts being the seed merchants of Kansas City, Mo., Lawrence and Atchison, Kan.

CONVENTION CALENDAR

November 16-18. Nebraska Farmers Co-operative Grain & Live Stock Association at Omaha.

November 17. American Feed Manufacturers Association at New Raleigh Hotel, Washington, D. C.

November 18-19. Association of Feed Control officials of the United States at New Raleigh Hotel, Washington, D. C.

December 2-3. Farmers Grain Dealers National Association at La Salle Hotel, Chicago.

December 14-16. South Dakota Grain Dealers Association, Sioux Falls.

January 18-22. Tri-State Grain Growers, Fargo, N. D.

January 25-27. Farmers Grain Dealers Association of Iowa, Fort Dodge.

CHIEF INSPECTORS ASK CHANGE FOR CORN SCREEN

The Chief Grain Inspectors National Association met at Minneapolis at the time of the G. D. N. A. meeting. Present at the meeting were E. H. Culver, Toledo, president; G. H. Tunell, Minnesota, vice-president; F. B. Tompkins, Peoria, secretary-treasurer; G. F. Munson, Cincinnati; Seth Catlin, Boston; R. Gibbs, Minneapolis; J. S. Hart, Kansas City, Kan.; L. D. Irving, Louisville; W. S. Powell, Cairo; M. C. Fears, Kansas City, Mo.; J. T. Bradshaw, Kansas City, Mo.; A. A. Breed, Milwaukee; H. F. Hanks, Terre Haute, Ind.; S. A. Holder, Indianapolis; D. H. Larkin, Baltimore; John Lynn, Philadelphia; J. A. Noble, Chicago; Walter Fowler, Omaha; John Winn, St. Joseph.

The following resolution was adopted: Resolved, That the Chief Grain Inspectors National Association, in annual conference at Minneapolis, Minn., October 12, 1920, recommend to the Honorable Secretary of the United States Department of Agriculture, and through him to the chief of Bureau of Markets, that the rule for grading shelled corn be changed or modified at the earliest date possible, to permit the use of the 12/64ths screen instead of the 14/64ths screen now in use to ascertain the percentage of foreign material in grading shelled corn.

This recommendation of the chief inspectors of the various terminal markets of the United States is made and urged on the ground that the 14/64ths screen is too large, permitting an excessive amount of cracked or broken grain that is classed as foreign material under the present United States Standard for grading shelled corn.

Resolved, That the secretary of this Association be instructed to immediately furnish the Secretary of Agriculture and the chief of the Bureau of Markets with a copy of this resolution for their early consideration and for such investigation and action that they may deem proper in the matter in fairness and justice to both sellers and buyers in the grading of shelled corn under the United States Standards and Federal supervision in every official grain inspection market.

PANHANDLE DEALERS TALK IT OVER

Matters of importance to the grain growers and dealers of west Texas were considered at the district meeting of Panhandle Grain Dealers Association, recently held at Plainview, Texas. One of the things discussed was that of inspection, and it was decided that the grain dealers of the Panhandle shall sell grain to the Pacific Coast and Texas points, other than Galveston, only on Amarillo or Plainview inspection. As a similar action was taken at the Amarillo district meeting recently, the action is now binding for all Panhandle dealers. This action, it is believed, will mean a great saving of money and trouble to shippers who have been inconvenienced by accepting destination inspections.

The discussion showed that many buyers at grain markets in Texas and California refused to accept the inspections made by the Federal licensed inspectors at Plainview and Amarillo and often turned down shipments on the ground that they did not grade in the contracted class. It was explained that this was done almost without fail when unfavorable market conditions would cause the shipper great loss if the shipment was turned down at the destination.

A resolution asking the Federal Government to appropriate a fund to establish a bureau of set standards of grades on Maize, Kaffir and other Sorghum grains was passed. Standard grades such as are now used for wheat inspections are desired by the grain dealers. Congressman Marvin Jones will be asked to help secure this legislation. Commercial organizations of Amarillo and Plainview will be asked to use their influence for the passage of the measure. The dealers plan a strong fight on smut and weevils. Through the newspapers of the Panhandle and by personal work they plan to wage a campaign to have all farmers treat wheat against smut before planting next year. Some of the dealers present stated that such a movement had been carried out with success in their section this year. A. B. DeLoach of Plain-

NEWS LETTERS

INDIANAPOLIS

EARL BULLOCK - CORRESPONDENT

WARREN T. McCRAY, Kentland, Ind., a grain dealer, successful breeder of prize Herefords and also interested in the banking business, was elected Governor of Indiana on the Republican ticket at the last election by an overwhelming majority. His plurality was more than 175,000, the largest plurality ever accorded a governor of the state.

Charles H. Failing, 62 years old, superintendent of the Vigo Grain Company elevator at Terre Haute, was fatally injured recently when he was struck by a street car and thrown under the wheels. In attempting to avoid being struck by an automobile, Mr. Failing turned his bicycle into the approaching street car. He was dragged several feet before the car stopped. He sustained a broken back, injuries to his head and internal injuries.

The Indianapolis Board of Trade recently took up the fight of the public utilities of the state in an effort to secure at least a reasonable return on the money invested, by the passage of resolutions calling attention to the fact that the community cannot grow and prosper unless there is a good utility service for homes, factories and business institutions.

John Ross, age 83 years, an active worker in Democratic Party affairs in the Tenth District and identified for many years with the grain business near Lafayette, died of pneumonia October 26, at the home of his daughter, Mrs. Luetta Ross Williams. Mr. Ross was born near Montreal, Canada, and came to the United States in 1856, going to Lisbon, Ill., where he engaged in the mercantile business for 12 years before moving to Benton County, Ind., where he was a farmer for 20 years. After four years' residence in Sheldon, Ill., he returned to Indiana and in 1892 founded the Ross Grain Company, with elevators at Brookston, Reynolds and Stockwell. He retained his farming interests and was an extensive land owner in White and Laporte Counties. A widow and eight children survive. Mr. and Mrs. Ross recently celebrated their sixtieth wedding anniversary.

Berryman F. Jones, 63 years old, owner of a large grain elevator at Malden, Ind., Porter County, died November 2. Mr. Jones was born in Owen County. A widow, five sons, three brothers and two sisters survive.

James A. Carr, president of the American Seeding Machine Company at Richmond, until its absorption by the International Harvester Company, a few months ago, will receive the decoration of officer of the Order of Saints Maurizio e Lazzaro soon in New York. The order was conferred upon him by the King of Italy and it will be presented to Mr. Carr by F. Quattrone, the high commissioner of the Italian Government in this country. The distinction comes to Mr. Carr in recognition of his work as chairman of the Allied Purchasing Commission during the war. He purchased several billion dollars' worth of supplies in this country. The French Government recently made him a chevalier of the Legion of Honor.

Articles of incorporation have been filed here showing the formation of the Mulberry Grain Company, of Mulberry, Ind., an organization formed for the purpose of operating grain elevators and flour mills. The company is capitalized at \$30,000 and the directors are R. A. Burris, W. D. Springer and Mable K. Springer.

The McCordle-Black Company, grain dealers located in the Board of Trade Building, has been dissolved, and a partnership has been formed to succeed it. The partners are J. N. McCordle, B. K. Black and Clyde McCordle.

Permission to ship grain and grain products from southern Indiana into Kentucky on a through bill at rates equivalent to the totals of rates paid by those shippers who have terminal facilities near the line between the two states, will be requested of the Interstate Commerce Commission by Indiana and Kentucky shippers. Some shippers of grain from southern Indiana into Kentucky have terminal facilities near the river on the Indiana side of the line. They pay the lower Indiana rate from point of origin to their elevators nearest the Kentucky line. From

there to the Kentucky destination they pay the higher interstate rate. Shippers who have not the use of such favorably situated elevators must pay the interstate rate from the point of origin all the way to the Kentucky destination point. The result is a situation bitterly complained of by some of the dealers at a recent conference held with the Indiana Public Service Commission. The Commission will take no steps to raise the Indiana rate levels on grain and grain products, it is said. Consequently the Indiana shippers agreed to join with the Kentucky shippers in asking the Interstate Commerce Commission for permission to ship by through bill so advantage can be taken of the total of the different rates.

Articles of incorporation have been filed by the Gibson Live Stock Feed Company, with home offices in Princeton, Ind. The capital stock is fixed at \$100,000 and the directors are J. D. Harbin, W. G. Stiefel and Ott Hollis.

Edgehill T. Burnside of Shelbyville, Ind., and Miss Ruth Gordon, of north of Shelbyville, were married recently. The ceremony was performed by the Rev. George M. Smith, pastor of the Roberts Park Methodist Episcopal Church, Indianapolis, at his home in Indianapolis. Mr. Burnside is a grain dealer of Shelbyville.

Articles of incorporation have been filed in Indianapolis by the Swan Grain Company with a capital stock of \$20,000. The directors are Arthur Swanson, Thomas A. Grant and Arthur B. Wyeth. The home office of the company will be Indianapolis.

The Bartholomew County Corn Growers Association at a meeting at Columbus recently, voted to ask all seventh and eighth grade pupils in the county schools who are taking agriculture to make 10-ear exhibits of both White and Yellow corn at the eighth annual Bartholomew County Corn Show, which, it was decided at the meeting, will be held in this city during the first week in January of the week preceding the state corn show. The following committee was appointed to arrange for the show: C. M. Job, J. D. Hull, R. L. Stainbrook and Henry Anthers. Judges for the five and 10-acre corn growing contests in the county were appointed as follows: C. M. Job, R. L. Heilman and C. A. Thompson. There are 18 entrants in the one-acre and 10 in the five-acre contest.

TOLEDO

C. O. BARNHOUSE - CORRESPONDENT

GRAIN receipts are about up to the usual for this season of the year, which means that they are light, and well may they be for the demand is anything but urgent. However, while the demand is light all receipts are well taken care of.

The receipts of seed are, generally speaking, small, especially for this season of the year when they are usually at their height. There have been a few spurts of Red Clover seed, but they were taken care of by previous sales. Little Alsike has been received and the light receipts are reflected in the price which is about \$4 over the Red. Our one-time large Timothy stocks are being continually whittled at and by seeding time will not be large enough to frighten any one.

Col. E. L. Southworth, Fred Mayer, Kent Keilholz, W. W. Cummings, Henry Raddatz and S. L. Rice left Tuesday evening to attend the fall meetings of the Ohio Grain Dealers Association and the Ohio State Millers Association at the Southern Hotel at Columbus this week.

Jesse Young returned Saturday from a 10-day trip to Asheville, N. C.

Ralph G. Williams, manager for Lamson Bros. & Co., has made application for membership in the Toledo Produce Exchange. Harry Shaub of the Young Grain Company and Lester Howard of H. D. Raddatz & Co. were recently admitted to membership in the Exchange.

Alphonse Mennel, president of the Mennel Milling Company, left Saturday for Los Angeles where he will spend the winter.

Our millers report the flour business very dull, mainly for two reasons—the attitude of consumers

generally to lay off from buying anything, whether food or wearables, on account of the still expected lower prices, and, the other good reason that our northern neighbors, the Canucks, are offering their wheat and flour on a basis of about \$1 per barrel less for flour than ours can be manufactured, consequently our mills are operating short time and in some cases with reduced forces.

PHILADELPHIA

T. A. SIEBER - CORRESPONDENT

ACCORDING to the monthly report of the statistician of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on November 1 were: 1,276,337 bushels wheat, 73,291 bushels corn, and 250,854 bushels oats, compared with 1,681,311 bushels wheat, 62,490 bushels corn, and 291,486 bushels oats on October 1, 1920, and 2,955,223 bushels wheat, 25,054 bushels corn, and 164,698 bushels oats on November 1, 1919. Receipts of grain at Philadelphia during the month of October were: 2,101,471 bushels wheat, 93,081 bushels corn, 207,808 bushels oats, and 182,338 bushels rye. Exports from this port during the month of October were: 2,017,912 bushels wheat, 38,571 bushels corn, and 175,852 bushels rye.

The Hammond Elevator Company of Corry, Pa., was incorporated under the laws of Pennsylvania by Frank W. Parsons and Worth and Wallace Hammond. The new company has taken over the plant of Miller and Parsons and will make extensive improvements.

Fire broke out in the Pratt Food Company's plant at 124 Walnut Street, Philadelphia, about two weeks ago and did about \$300,000 damage. The fire began in an elevator shaft supposedly from sparks caused by friction of the steel elevator rope which one of the workmen discovered. The 150 employees of the plant escaped at the sound of the first alarm.

Wm. Scattergood, George King and John Rodgers, widely known grain merchants and members of the Commercial Exchange, have returned from a hunting trip at Center Bridge, Pa.

Corn growers in the Daretown, N. J., section are paying on an average of \$15 an acre for harvesting their corn and hands are making as high as \$12 per day. Before the war the cost of harvesting corn was between \$3 and \$4 per acre. With the present price of corn, which is less than \$1 a bushel, farmers will not come out even, and most of them are so hard hit that they will relinquish farming willingly or because they are forced to. The situation is far-reaching. Salem County has a record-breaking corn yield, the market is poor and what to do with the surplus is more than the average owner can figure out.

Walter F. Hagar, grain broker in the Bourse, has returned from an important business trip at Boston, Mass.

F. M. Turnbull, grain merchant, and wife have returned from a two weeks' motor trip through New York State including the White Mountains and the Delaware Water Gap.

W. G. Husband is on a several weeks' stay in this city visiting business friends and relatives. Mr. Husband has been connected with the E. P. Bacon Company of Chicago for the past 23 years and formerly with the grain firm of C. H. Cummins & Co. of Philadelphia.

The grain, flour and feed firm of Fraser & Sullivan of this city dissolved partnership on October 21. D. J. Sullivan is now connected with Geo. M. Richardson, grain broker and commission merchant. C. C. Fraser will continue the business of the former partnership as well as representing the New Prague Flouring Mills Company of New Prague, Minn.

Louis G. Graff, who retired from the firm of L. G. Graff & Son, grain exporters, at the outbreak of the World War, and wife have left for an extensive tour of Europe which will take him into seven different countries.

A charter was granted, under the laws of Delaware, to Smith, Richardson & Co., to deal in grain, hay, etc., with a capital of \$100,000.

Ludwig J. Deetjen, who left this country to go to Germany, for special treatments of the heart, died on October 6 aboard the liner *Susquehanna*, while only a few days out from port. He was born in Wilhelmshaven, Germany, in 1860, and came to this country while still a young man, working in a flour broker's office in New York City and later going to Milwaukee to take charge of the Daisy Roller Mill as well as the Superior Mills at Duluth. After spend-

ing about 20 years at these mills he came to Pennsylvania and bought the Manheim Milling Company, Manheim, with a branch office in the Philadelphia Bourse. This mill was sold in December, 1918, to Holt & Co., of New York City, when he retired from business. Mr. Deetjen leaves a widow and daughter.

New membership in the Commercial Exchange has been petitioned for during the past month by Interstate Flour & Feed Company of Minneapolis, Minn.

The two feed warehouses of White Bros. and Elwood Pierson on Walnut St., Wilmington, Del., were destroyed by fire last week, the origin of which is unknown. The loss is estimated at \$10,000, which is covered by insurance.

York County, Pennsylvania, farmers have sent the wages of corn cutters soaring, until now many are making as high as \$14 a day. Labor is being paid \$7 per acre for the work in the vicinity of Red Lion, a near-by town. In addition, the farmers supply board.

Without even a sign of killing frost 22 days after the average frost date for Lancaster County, Pa., farmers are extremely worried about the prospects of a crop of winter wheat next year. Already, according to County Farm Agent Bucher, the Hessian fly has a firm hold on the winter wheat in the ground, and every warm day simply adds to the breeding. Only a killing frost can save the day, he declared. Lancaster County produced 2,905,668 bushels of wheat this year and led the state of Pennsylvania, whose wheat crop was 26,774,760, according to figures issued lately by the Department of Agriculture. Erie County led with the best average per acre showing 23.1 bushels; Lancaster produced 22.7. The "million bushel counties" are once more in the south central section, being Berks, Cumberland, Franklin, Lancaster and York. Berks led in oats production with 1,719,992 bushels or 43.1 per acre, Erie being next with 1,465,000. Berks is also the banner county for rye, showing 317,929 bushels, Bucks is next with 210,000.

The Yeager Flour Company, Denckla Building, Philadelphia, was elected to membership in the Commercial Exchange by the Board of Directors at its last meeting.

The number of cars unloaded during October at the Girard Point Elevator was: 398 wheat, 6 corn, 2 oats, and 21 rye; at Port Richmond Elevator: 979 wheat, 41 corn, 5 oats, and 51 rye; at Twentieth Street Elevator: 14 corn, 52 oats, 1 peas, 1 Milo-Maize, and 2 buckwheat.

DULUTH

S. J. SCHULTE - CORRESPONDENT

AS ILLUSTRATING the drying up in the demand from Eastern millers for wheat on this market, an operator at Duluth mentioned that by November 1, last year, he had sold 8,000,000 bushels of Spring wheat for Buffalo delivery, while so far this fall he has been unable to do any business with millers down that way at all. Commenting upon the lack of wisdom on the part of Northwest farmers in holding their grain off the markets in the hope of eventually obtaining \$2.75 or \$3 a bushel, Z. Z. Barnum, one of the pioneers on the Duluth market, said: "It seems to me that American farmers have missed their chances of obtaining top prices for their grain this season as the result of following a mistaken policy. While they have been holding back, Canadian growers have been selling off their big crop and filling up the export holes. Our farmers may discover later on that they are holding the bag, and they may be glad to take \$1.50 a bushel for their wheat holdings."

H. A. Jurgens has been admitted to membership on the Duluth Board of Trade, taking over the membership of U. J. Branstad.

C. H. Parsons has been elected secretary of the Globe Elevator Company, taking the place of W. D. Newcomb, who has been given a year's leave of absence on account of ill health.

The Board of Trade membership formerly standing in the name of Joseph F. McCarthy has been declared the property of Charles E. Lewis & Co. Mr. McCarthy is now manager of the Postal Telegraph Company's business on the trading floor.

A Federal inquiry into the methods of handling and marketing grains was recently conducted on the Duluth market by John Temple Graves, Jr., representing the Federal Trade Commission. Grain men interviewed by him here were able to show that speculation in futures on the trading floor is at a minimum,

and that it is being discouraged on the part of outsiders through the imposing of high commissions. The elevator and commission interests interviewed attributed the long-extended decline in wheat and coarse grain prices to world-wide conditions, including sales of grain for export to Europe by Canadian and Australian dealers at materially under the going American prices. Mr. Graves intimated that no Duluth elevator houses or operators are under investigation and that no charges of unfair dealing have been preferred against any of them.

Julius H. Barnes of the Barnes-Ames Company, who paid a flying visit to Duluth to record his vote in the presidential election, expressed the opinion in the course of an interview that the decline in prices of wheat and other grains is the result of general conditions and a general effort to bring about deflations in the markets for commodities from their high war pedestals. He regarded it as especially noteworthy that British buying has not been a factor in the American markets during the last three months for the reason that importers over there have been able to buy cheaper in Canada and Australia. The unfavorable exchange rate has also thrown a monkey wrench into the works, he asserted.

Vessel shipping interests on this market have been forced to revise their views regarding grain rates very materially lately. Rates on wheat for Buffalo delivery from this market started in at six cents a bushel. Then with the promise of active inquiry for charterings they were marked up until a high of 7 cents was set on October 14. The light receipts and the falling off in inquiries has led vessel men to cut the rate to 5½ cents. From the present outlook, some of the shippers are holding off for a five-cent rate. Grain men here recall the fact that back in pre-war days the boat rate on grain ran down at as low as one cent at times.

Some of the grain men on this market have been called upon to put up small fortunes in meeting the demands of the Clearing House Association for additional margins, but they have all come through bravely so far. Two houses carrying large lines of Durum are reported to have been especially heavily drawn upon in that respect. George F. Foster, the manager of the Clearing House Association, has been a busy individual during the last two or three weeks.

Operators on this market with country elevator connections over the Northwest predict that the acreage sown to Spring wheat next season will closely approach the total of this year. Their advices are that farmers have done their full share in plowing this fall in spite of the soil being unusually dry during September. The liberal rains the latter part of last month enabled them to catch up a lot of the slack. It is noted, however, that more attention is being given to coarse grains and cattle raising in many districts.

The boom in rye on this market appears to have expended itself lately. Buying by exporters that was active during the first six weeks of the season has dropped down below par and the spot quotation has receded around 21 cents as compared with a month ago with the going figure at \$1.58. Some rye is accumulating in the elevators, and as showing the lessened interest on the part of handlers, the spot premium over the December future has been materially cut. Specialists are sanguine, however, that foreign interests will pick rye up again later, and they assert that they stand ready to take any offerings. Stocks of rye now on hand stand at around 800,000 bushels, as compared with 10,000,000 bushels when navigation opened last spring.

Duluth grain men have been interested in reports from Winnipeg regarding experiments with Kubanka wheat undertaken by agricultural experts in Saskatchewan. Kubanka has been shown to be a strong competitor of the Marquis variety. Its straw runs about a foot longer and it has been free from rust in the districts grown.

Application has been posted for the transfer of the Duluth Board of Trade membership of Charles E. Lewis to Joseph A. Simons of Simons, Day & Co., Chicago. Rumors are current to the effect that the Chicago house contemplates establishing a wire connection to this market, but nothing definite in that connection can as yet be obtained. S. A. McPhail represents Simons, Day & Co. on this market.

R. J. Henderson, elevator operator at Fort William, was a recent visitor on the Duluth market. He asserted that receipts at the Canadian Head of the Lakes elevators this season were much less than would be expected from the size of the crops in the three provinces, and that farmers are holding elevator receipts for a large proportion of what has come in. In spite of the large quantities of grain remaining in farmers' hands over the West he is of the opinion that no congestion will develop up there after the close of navigation on account of the storage facilities that will be afforded in Government elevators in the various districts. In the 1912 season, Canadian

farmers lost heavily through deterioration by moisture of wheat held almost without cover on the farms. Mr. Henderson mentioned that screenings have become a drug on the market at Fort William. At the present going basis of around \$10.50 a ton so little margin is left that it does not pay to ship them to Duluth, as has been done with surplus stocks of screenings in other seasons.

Operators in flaxseed have been hard hit through the long continued slump in that market. One commission house reported that it is still carrying trades on its books taken on at over the \$6-mark. With the flax price since cut to under \$2.25 for November delivery the country operators in question who have lain on their trades have shown remarkable persistence.

While grain receipts at Duluth and Superior elevators so far this season have been far below early expectations of operators, they were more than double the figures up to the same period last year. The aggregate for the crop year from August 1 last to November 6, was 34,934,000 bushels, as compared with 16,488,000 bushels last year. Wheat receipts were 21,497,000 bushels against only 7,832,000 bushels last year; oats, 2,162,000 bushels, against 387,000 bushels; barley, 2,214,000 bushels, against 1,616,000 bushels; rye, 6,987,000 bushels, against 5,974,000 bushels; and flax, 2,070,000 bushels, against 680,000 bushels.

R. M. White, of the White Grain Company, president of the National Hay Association, has returned from a special meeting of that organization held at the Sherman Hotel, Chicago, on Monday of last week. Thirty-five hay men were present, and besides questions of organization and detail business, it was decided to hold the annual convention of the Association at Chicago next summer. Mr. White asserted that the dealers on hand generally felt hopeful regarding the outlook for the hay trade during the winter months. The improved transportation situation on the railroads is being counted upon to enable shippers to fill orders more promptly, and to prevent congestion at certain points such as was the case at times last season.

BUFFALO

ELMER M. HILL - CORRESPONDENT

NEGOTIATIONS have been completed by the Co-operative Grange League Federation Exchange of Syracuse, N. Y., for the purchase of the Fleischmann Grain Elevator on the Niagara River at the foot of Albany Street at Buffalo. The structure has a capacity for 350,000 bushels of grain and is valued at approximately \$350,000. The bulk of the machinery in the elevator is in working order. The new owners will install at once milling and mixing machinery which will give the elevator and mill a capacity of 30 cars of mixed feeds daily. It is possible to load five cars at a time inside of the building. The elevator and adjoining buildings covered in the purchase covers two acres of land. The elevator is built with corrugated iron sides and the adjoining structures are of brick and stone. The Co-operative Grange League Federation Exchange is an organization of New York state farmers. They propose the co-operative marketing of their grain products at Buffalo.

Charles Lee Abell, one of the foremost grain and elevator men in the Buffalo market and widely known throughout the Great Lakes district, is dead. He was born in Buffalo in 1856 and was graduated from Hellmuth College at London, Ont. At an early age he became associated with the Western Elevating Association and later was superintendent of construction of the Marine Elevator of which his father and Daniel O'Day were owners. In 1881 he formed a partnership with Mr. O'Day, which continued until 1894, when a stock company took over the business and he was elected president and manager. He continued in the grain and elevating business up to the time of his death. Mr. Abell was a direct descendant from Elder William Brewster, who came over in the Mayflower 400 years ago. He held the rank of major in the national guard and was prominent in Masonic circles. Besides his widow he is survived by a son, Harold Lee Abell, and a daughter.

Holding up of Ontario wheat at the American border at Buffalo and Niagara Falls owing to the inadequacy of the Canadian Government grain inspection staff, whose duty it is to inspect every carload that passed over the frontier, is reported by members of the Buffalo Corn Exchange. Last month there was only one official available to grade grain shipments at Bridgeburg, Montrose and Fort Erie, where the Canadian lines crossing the frontier into Buffalo converge. In consequence of this situation there has been considerable delay in getting shipments from

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Canada. It is reported Ontario wheat was shipped for export almost three weeks earlier this year than usual and in much larger quantities. Owing to the exchange situation on Canadian grain, dealers can obtain five cents more per bushel by sending the wheat to New York for shipment to England than by routing it via Montreal. It is estimated that 80 per cent of the Ontario grain now being shipped to England is being sold through New York because of this exchange situation.

In their eagerness to secure grain tonnage to load promptly at the head of the lakes, grain shippers are bidding 6½ cents for bottoms for Lake Erie ports. Some chartering has been done at this rate. The grain movement down the lakes to Buffalo continues brisk and there are indications that there will be a big fleet of carriers holding grain in storage at Buffalo this winter.

The Hon. J. R. Reid, minister of railways and canals in Canada, reports that the restoration of the grain elevator at Port Colborne, which was destroyed in an explosion last August, has proceeded to the point where 75 per cent of the plant is available for operations. Several boats already have been unloaded at the new elevator. Working only three marine legs the new elevator unloaded 200,000 bushels of wheat in 12 hours.

The Buffalo Elevating Company has increased its capital stock from \$700,000 to \$1,050,000. Notice of the increased capitalization has been filed with the Secretary of State at Albany.

A decision handed down by the appellate division of the New York State Supreme Court affirms the judgment of \$7,500 given a grain scooper in his suit against the Great Eastern Elevating Company. The scooper was injured in an accident.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE recent "hold your wheat" movement did not arouse much concern among grain men at Kansas City and at other markets in the Southwest. Receipts at no time showed any indication of decreasing and there were no reports of a smaller country movement, except in a few scattered districts which did not affect the general situation. Market gossip, however, kept the subject constantly in the foreground and it had a strong influence on sentiment. The first week of the so-called farmers' strike there was a good deal of buying of futures in anticipation of smaller supplies and the market was strengthened moderately. The movement did not drop off and the following week prices resumed their decline, all future deliveries and most carlot prices dropping to new low levels for the season.

The widespread publicity given the movement had more influence on the market than the actual holding of wheat, according to most grain men. There has been talk of holding grain all season, but it has been difficult to judge the extent of the movement because the car supply has generally been inadequate for the offerings and has been the main factor in regulating the arrivals at terminal markets.

There is still much dissatisfaction with prices in the country. In western Kansas, where cars have been unusually scarce and only a small part of the crop has been shipped, as low as \$1.40 is being paid at the smaller country elevators.

A membership in the Kansas City Board of Trade sold recently at \$11,000, a decline of \$4,500 from the last sale several months ago. The applicant was Alfred Huttig of the Norris Grain Company on transfer from David H. Kresky.

G. F. Stevens, of the Federal Trade Commission, was in Kansas City the latter part of October for a series of conferences with grain men in regard to the recent charges of Gov. Allen of Kansas that the declining prices had been due to manipulation. No report was made, as is always the case with Government investigations, though the representative did say that he was here for a friendly inquiry into trade conditions. Grain men said there was no indication that anything of a startling nature was disclosed. The figures issued by the Federal Trade Commission in Washington showing unusually large imports of Canadian wheat this season indicated clearly what the main factor in the market was, was the general opinion on the Board of Trade.

The abnormal relation between cash and future prices of wheat which has prevailed in Kansas City, and other terminals as well, since future trading was resumed, has about been adjusted. Early in the summer carlots were as much as 50 and 60 cents over futures, a situation which precludes the possibility

of general hedging. The latter part of October saw the two markets nearly together, with cash prices only 2 to 6 cents over futures as a rule. Several small lots of wheat for immediate and 30-day shipment have purchased at the December price. It is freely predicted that there will be December deliveries the first few days in the month.

The situation in December wheat is considered full of interesting possibilities. In view of the fact that exporters are known to be awaiting liberal deliveries and that millers are generally on the long side of the market, with their future attitude uncertain, acute congestion could easily develop if primary receipts were inadequate for requirements. The flour market is dull, however, and mill requirements may be smaller than now estimated and favorable crops in other surplus producing countries may cause foreign buyers to restrict their purchases here.

The movement of wheat to Kansas City continued above the average in October, though there was a moderate decrease from the arrivals reported in September. Unsettled weather, fall plowing and planting accounted for the decrease. In a few scattered sections the "hold your wheat" movement may have had some effect, but total receipts were not affected to any extent. The car supply continued an important factor in regulating the movement to terminals. Aggregate wheat receipts in October were 4,939 cars, compared with 5,628 cars the preceding month, 4,486 cars a year ago and a 10-year October average of 4,072 cars. Corn receipts were small, 281 cars, a decrease of 114 cars from the preceding month and less than half the average.

The effects of Canadian competition continued to be strongly felt in the Southwest the past month. A large territory in the North and West showed little interest in offerings of wheat or flour as supplies from the provinces could be obtained at substantial discounts under the basis of prices quoted at Kansas City and other Winter markets in this territory. There has been practically no export demand from the Seaboard and foreign buyers at the Gulf have generally bid for limited quantities.

An embargo against shipments of grain to Galveston has been in effect for nearly two weeks, due to congestion in railroad yards there and in elevators. The fact that ships have not been arriving fast enough to load wheat arrivals was attributed in part to the recent British coal strike, which handicapped ocean traffic in all directions. No permits are being issued from Kansas City. A. R. Aylsworth, who returned from New Orleans recently, said congestion was reaching serious proportions there also. One of the main difficulties is the large number of unidentified ears of wheat, some of which have been unloaded into elevators while awaiting evidence of ownership.

The Kansas City Board of Trade returned to its old hours November 1, opening at 9:30 and closing at 1:15, except Saturday when the session is an hour shorter. The trading period was advanced an hour during the summer, to conform to changes at Chicago and New York where "new" time was in effect. The earlier hours were not considered an inconvenience, except in the cash market where there was some delay, due to late inspections.

Grain firms maintaining private wires generally remained open election night and posted the returns for their friends and patrons. Several served refreshments.

The first car of Milo Maize from the new crop reached Kansas City November 1. It was consigned to the Federal Grain Company.

E. D. Conti, Florencio Sanchez and Braulio Iriarte, brokers and millers of Mexico City, were guests of President Fred C. Vincent at the Board of Trade recently. They had just come from Dallas and were on the way to Minneapolis, getting acquainted with American milling and grain marketing methods. E. D. Conti is the Mexican representative of the Simonds-Shields-Lonsdale Grain Company.

The first car of corn from the new crop was received in Kansas City October 30 by the E. D. Fisher Commission Company of Oketo, Kan. While new corn has been received here much earlier than this, there is no record of a shipment from Kansas before well into September. The car graded No. 2 Yellow, 14.5 per cent moisture, and sold for 90 cents to the Nelson Grain & Milling Company.

J. B. Bracken of E. F. Leland & Co. has returned to his office after a two months' illness.

Kansas wheat is abundantly supplied with moisture, according to recent state crop bulletins, except a few counties along the Colorado line, and promises to make a fine growth before winter begins.

The Burlington Railroad freight tariff, which increased grain rates from stations west of the Missouri River to the Gulf for export, was recently rejected by the Interstate Commerce Commission. Rates

that existed prior to October 25 will be in effect until further action is taken by the Burlington Railroad. Sales of grain originating on the Burlington are labeled on the Board of Trade.

Thousands of acres of Milo Maize in the territory around Amarillo, Texas, will not be harvested, according to a recent report received by the Moore-Lawless Grain Company. Labor, machinery, twine and threshing costs are so high many farmers are selling their crops to the cattle raisers who are turning stock into the fields. Continued dry weather has hampered wheat sowing and probably will result in a substantial reduction in the acreage.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

THE scheme of farmers to hold their grain for higher prices is evident to some extent in the lack of receipts at the Milwaukee market, but on the other hand, the receipts are not so much less than normal that it can be said with certainty that this is the only factor.

In the first week of November the total receipts were 523 cars, compared with 571 cars the week before, the last in October and 662 cars a year ago and 854 cars in 1918 for the corresponding week. These figures indicate that the supplies of grain are about one-sixth less than last year and about one-third less than two years ago.

Receipts are well divided at present between the different grains with the first week of November showing 174 cars of barley, 104 cars of corn, 133 cars of oats, 40 cars of wheat, 69 cars of rye and three cars of flax. The preponderance of offering is in oats and barley, if anything, with a fair showing in the other grains.

The cash markets at Milwaukee have been declining for the first week of November, with corn up a cent or more—an exception—barley down 2 to 4 cents, rye down 9 to 10 cents a bushel, wheat off 15 cents and oats 2 cents lower.

One Milwaukee grain man declared that without doubt the grain market would gradually work lower despite all the efforts of the farmers to hold back their crops. He asserted that there were vast stocks of grain in the country and that the markets should be lower than they are—not higher. If grain is held back temporarily, the grain slump will be that much worse later on when the stuff does come out for sale, is his argument.

Milwaukee flour stocks are mounting a little with about 14,000 barrels compared with 12,000 barrels in round numbers a month ago and 48,000 barrels a year ago and 50,000 barrels two years ago. Holdings are still far less than normal for this season of the year. The disposition of the grain and flour markets to go down discourages any large stocks at the present time.

Wheat and rye flour production by the Milwaukee mills has also been curtailed to some extent, in line with the slack condition of milling in various parts of the country. In the last week, the flour mills of the city produced 14,000 barrels, compared with 12,000 barrels in the previous week and 20,000 barrels a year ago. Operations are only about two-thirds of what they were a year ago.

The first boat to dock in Milwaukee with a cargo of wheat from Canada since the embargo between Canada and the United States has been removed, was the ocean steamer *Winona* which brought 115,500 bushels to the Rialto Elevator at the foot of Broadway. The *Winona* spent some five years in the Atlantic and Mediterranean waters and then came to the Great Lakes, loading wheat for mills in Milwaukee. This is the first cargo of Canadian wheat brought down to be ground here. It is believed that the wheat movement from Canada to Milwaukee will be of much larger proportions before the present season is ended.

At the opening of November, there were fairly large stores of grain at Milwaukee with 130,000 bushels of wheat, 188,000 bushels of corn, 2,232,000 bushels of oats, 150 bushels of barley and 60,000 bushels of rye, in round numbers. This indicates that there are not any great supplies of grain stored here at the present time, with the exception of oats.

President H. E. Byram of the Milwaukee road says that all of the congestion on the Milwaukee road has been cleared up. The West is still short of cars and more traffic could be moved by the railroads, says Mr. Byram, if the cars could be brought back to the home lines promptly.

Mr. Byram finds that traffic is running about 5 to 10 per cent less than last year, because of the fact that farmers have not been marketing their crops

freely. This is a good thing, Mr. Byram thinks, because it relieves the railroads from the tremendous traffic and overload which they were subject to last fall, when more business was offered than could be handled economically.

The higher rates granted by the Interstate Commerce Commission may be ample for the roads, Mr. Byram believes, but the September reports did not reveal the true condition of earnings. The full size of income will be revealed a month or two later.

* * *

The Chamber of Commerce has started something new in the way of social diversions, and something which it is believed will help the "get-together" spirit decidedly. A dance was held on the Chamber of Commerce floor election night. About 300 attended. The music was pronounced excellent, the decorations were fine, the long streamers caused excited comment and the 200 balloons released from the skylight to float lazily down on the dancers, created a positive sensation.

So successful was the affair that it is planned to hold the dances monthly if possible. The management and officers approve the scheme as one of the best suggested and one which should prove decidedly popular as well as valuable.

* * *

The Chamber of Commerce has discontinued a daily market paper, the *Daily Market Review*, which had been published for 65 years under the William Friese management. The proprietor of the *Daily Commercial Letter*, a comparatively new publication, absorbed the old market sheet and will now have a monopoly of furnishing a list of daily sales of grain. Members of the Chamber of Commerce gave a farewell banquet in the Plankinton Hotel in honor of William Friese, who will do editorial work on some papers in Chicago. He was well-known to the Milwaukee grain fraternity.

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The November rate of interest on advances has been fixed by the Chamber of Commerce at 8 per cent. This is the high rate which has been prevailing for some time.

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Milwaukee has gone back to the new time in Chicago, after changing for the daylight schedule. The Chamber here changed for Chicago time, although the city generally did not change.

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Milwaukee grain shippers declare that the prices paid for Milwaukee barley are higher than the figures being paid at other markets. Both the industries and the shippers of Milwaukee are constantly on the lookout for barley and this helps to establish a premium in the price. The movement of barley is reported light, while the demand appears to be insistent.

* * *

Rye is also in good demand at Milwaukee, especially the Wisconsin rye, which is of exceptionally good quality. Shippers are the best buyers at present, paying high premiums over the sale price for December rye. Receipts are just fair and the price is still 30 or 35 cents higher than the ruling rate a year ago. In fact, rye is now about the only grain which is selling better than a year ago. This is declared in Milwaukee to be due largely to the extensive export demand.

Milwaukee figures indicate that wheat is now about 40 per cent below the top reached since the war, while corn is down 63 per cent, oats is down 57 per cent, rye is off 54 per cent, barley is down 55 per cent. Notwithstanding that rye is far below the war price, it is still considerably above the high prices ruling a year ago.

* * *

Wisconsin crops promise to be excellent, according to the latest figures for the state. In one month the corn crop improved more than 5,000,000 bushels and the total is now forecast at about 71,000,000 bushels. This compares with 85,000,000 bushels last year and 55,000,000 bushels as the five-year average. The crop is not up to the huge yield of 1919, but it is far above the average crop for the state.

The Wisconsin oats crop is also very fine with a yield estimated at about 106,000,000 bushels, an improvement of 5,000,000 bushels over the early estimates. Last year, the total crop was only 78,000,000 bushels, and the record crop of 1918, when the yield was 110,000,000 bushels, is almost equalled this year. The average crop of oats in Wisconsin is about 90,000,000 bushels, so the yield of 1920 is some 16,000,000 bushels above the average.

The barley yield of Wisconsin for 1920 averages more than 32 bushels an acre, which is above the 26 bushels of last year and the average of 29 bushels over a series of years. Despite the high yield per acre, the total crop will be only 16,700,000 bushels as compared with 13,000,000 bushels last year and an average crop over a series of years in excess of 20,000,000 bushels.

The crop is therefore over 3,000,000 less than the average, but the cut is due entirely to the smaller acreage. The quality of the new Wisconsin crop is also excellent, bringing the highest price in the market.

The wheat crop of the state this year will be a little more than 5,000,000 bushels, compared with

more than 7,000,000 bushels last year and a five-year average of about 5,000,000 bushels. Wisconsin therefore has an average wheat crop, but has dropped back from the war spurt in production. The yield of Spring wheat was a little over 13 bushels an acre, compared with an average over a series of years in excess of 18 bushels an acre. The quality of wheat this year is only 66 per cent, as compared with an average over a series of years of 85 per cent. This suggests serious discrepancies in Wisconsin wheat quality as well as deficient yield this year.

* * *

Milwaukee grain men, as well as shipping interests generally, are taking a very keen interest in the deep water route to the Atlantic Ocean, especially after the recent visit to New York of Harry A. Plumb, secretary of the Chamber of Commerce, and other delegates from Milwaukee.

The Milwaukee delegation came back convinced that the Western States will have to stand together and work hard if they are to get this great boon for shipping. The opposition of New York is declared more formidable than at first believed. Milwaukee men thought the proposition so obviously good, the arguments for it so strong, that no opposition could stand against the enterprise.

Since that time the election has taken place and the next governor of New York State will be the Republican, A. C. Miller, who is pledged to fight tooth and nail against the waterway. This means that New York will make an organized state fight against the proposition.

Magnus Swenson, of Madison, Wis., who represents the Wisconsin Deep Waterway Commission in various hearings, asserts that New York is unable to handle a fraction of the export business that comes to it and that the relief of congestion by the building of the St. Lawrence route to the sea, will be of immense benefit to New York as well as to the rest of the country.

Mr. Swenson deplored the strikes which have occurred in connection with New York shipping and stated this as another reason why export trade should be cultivated by other routes.

The great water power development which will result from the St. Lawrence locks and canals would make the project worth while, even if a single ship never used the canal, according to Mr. Swenson.

ST. LOUIS
C. M. BASKETT CORRESPONDENT

WITH the Grain Dealers National convention over, and most of the delegates from St. Louis back in the city, trading has again settled down to a steady stride. All who attended the gathering in Minneapolis were highly pleased with their treatment while there, and declared that the convention had been the most beneficial ever attended. Those who attended the Chicago gathering of feed dealers held later the same week were also much pleased with the outcome there. The group from St. Louis to the national convention in Minneapolis was one of the largest there, and participated very actively in everything taking place.

* * *

The following bulletins relative to Cuban shipments were posted on the Merchants Exchange within the past month:

Cancellations of Embargo No. 2 of 3/29/20. Notice to shippers—The Mississippi-Warrior Service will accept shipments consigned to any points in Cuba when routed via the United Fruit Company, provided booking is first received through this office. The Ward Line will furnish information in a few days, as to its condition for handling traffic to Havana, Cuba. The Ward Line will handle shipments to Cuban points except Havana, as in the past, without restrictions. There are other lines now in operation from New Orleans to Havana, Cuba, and shipments will be handled by the Mississippi-Warrior Service if booking is first obtained. Will you please give us a statement of shipments which you will have within next 60 days, and we will make necessary arrangements to handle on through booking and through lading?

This bulletin was supplemented several days later by the following announcement:

Cuban Traffic via the Mississippi-Warrior Service—Notice to Shippers: Supplementing our former notice with reference to traffic conditions to Havana and other Cuban points: The Ward Line advises today that traffic will be accepted for Havana and other points. The Mississippi-Warrior Service will accept the shipments if booked with us before delivery is made.

* * *

Quotations for December wheat at St. Louis continue to show a higher mark than at either Minneapolis, Chicago or Kansas City, indicating clearly the ability of the local dealers to successfully compete with other markets.

* * *

The following have made application for transfer of membership, to the Board of Directors of the Merchants Exchange: J. V. McCarty, of the Nashville, Chattanooga & St. Louis Railway, to be transferred from E. S. Hart; John C. Lawrence, of A. W. Schisler Seed & Grain Company, to be transferred

from B. L. Slack; William Simms, of the Sawers Grain Company, Chicago, to be transferred from Jewell D. Simms.

* * *

The interest rate on purchases and consignments of grain, seeds, etc., from St. Louis for the month of November has been fixed at 7 per cent by the Merchants Exchange.

* * *

Geo. A. Brinkman has chartered the Empire Hay & Grain Company, St. Louis, with a capital stock of \$10,000.

* * *

The Merchants Exchange was closed Tuesday, November 2, on account of the Presidential election. In the evening the members gathered to witness election returns and, judging by the applause, were well pleased with results. A 21-piece orchestra was on hand and furnished pleasing music for dancing.

* * *

The following were visitors to the Merchants Exchange recently: J. H. Wright, of the Nebraska-Iowa Grain Company, Omaha, Neb.; E. W. Bockewitz, of the Harvel Hay, Grain & Supply Company, Harvel, Ill.; Geo. E. Murphy, of Roose & Murphy, Dixon, Mo.; J. R. Brown, of the Standard-Tilton Milling Company branch at Dallas, Texas.

NEW YORK
C. K. TRAFTON - CORRESPONDENT

THE following notice has been posted on the bulletin boards of the New York Produce Exchange: "In an action in equity in the U. S. District Court for the Southern District of New York, wherein the Archer-Daniels Linseed Company was the plaintiff and the Belle, Watson Company, Inc., the defendant, Judge Augustus N. Hand has appointed Thomas M. Blake and Langdon P. Marvin temporary receivers with power to continue the business." Mr. Blake is a member of the Produce Exchange and has been a prominent figure for many years in the hay, grain and feed trade. As stated above the action leading to the appointment of receivers was instigated by a linseed concern, but it was the general opinion around the Exchange floor that the financial troubles of the Belle, Watson Company were traceable to the recent drastic declines in sugar, rubber and Argentine corn. The announcement brought forth many expressions of regret and condolence as Harry B. Watson, head of the firm's New York office, has always been highly respected in a business way, and in addition, enjoyed a great deal of personal popularity among members of the Exchange.

* * *

Robert E. M. Siglow, formerly associated with A. P. Youngblood, Inc., exporters and local distributors of flour, has announced the severance of that connection. A new company has been formed under the style of Siglow, Deming & Co., which will conduct a domestic and export business in American and Canadian flour, grain and feed, corn goods and starch. Mr. Siglow was elected to membership in the New York Produce Exchange several months ago.

* * *

Announcement has also been made of the formation of another new concern, Watson, Sugrue & Co. C. S. Watson, the senior partner, is a member of the New York Produce Exchange and was formerly connected with Wm. T. Harding, prominent for several years as a flour distributor in this territory. Mr. Harding, incidentally, is the "company" in this new firm, which will be more especially identified with the flour exporting business.

* * *

The following applicants have been admitted to membership in the New York Produce Exchange: Frederick I. Hicks, manager of the recently organized Broenniman Export Corporation, and for several years past export manager for the Southwestern Milling Company of Kansas City; Frederick Harrison, prominent in the local grain trade for many years before the war as a member of the firm of H. P. & F. Harrison, who recently returned from England to become manager of The Wheat Export Company, Inc.; O. J. A. Kristensen of the Farmer Overseas Company, grain and oilcake; Eugene J. Lawler of the Hansen Produce Company, general produce merchants.

* * *

Among the prominent members of the Chicago Board of Trade, who called on members of the grain trade on the New York Produce Exchange this month, were: Arthur S. Jackson of Jackson Bros. & Co., and Arthur W. Cutten, commission merchant.

* * *

The following applications for membership have been posted on the Produce Exchange bulletin boards and will be acted upon at the next meeting of the Board of Managers: James A. Richardson of James Richardson & Son, Ltd., prominent grain merchants of Winnipeg; Edwin T. Douglass of The Eastern Grain, Mill & Elevator Corporation of Buffalo; Henry

THE AMERICAN ELEVATOR AND GRAIN TRADE

Thirty-Ninth Year

E. Beardsworth of P. N. Gray & Co., Inc., export and import merchants; Errol O. Horner of the Commercial Union of America, Inc., exporters; Henry B. Saltman of H. B. Saltman & Co., Inc., flour merchants.

The shockingly sudden death of Charles H. Shea cast a heavy shadow of gloom over the "call room" of the New York Produce Exchange, where many of the big grain commission houses have their private wire booths, and also brought forth many expressions of regret from members of the local grain trade, especially those who do a wire business with the Chicago Board of Trade and other markets. Mr. Shea, who was only 52 years of age, had operated the private wire of Thomson & McKinnon for about a year and was highly esteemed, not only by his fellow-telegraphers, but the Exchange members. While on his way home on Tuesday, November 9, Mr. Shea was struck by an automobile at the corner of Wall and Broad Streets. He leaves a widow and one daughter. Previous to joining the Thomson & McKinnon forces he had been connected with various stock and grain brokerage houses.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

IT IS doubtful whether many of the elevators in this section have made any money to speak of on invested capital this year, as a result of the unprecedented conditions in the general grain trade, and very light movements at the smaller interior markets. Last season the elevators handled a good deal of wheat for the local, state and southern millers, but this year there has been no wheat stocked, millers not carrying more wheat than their capacity, and in most cases not that much, there having been no effort to stock wheat on an uncertain and unsatisfactory market. The corn and oats market has been declining so steadily that no one has been carrying any stock. Movement has been in hand to mouth lots, with many buyers buying in mixed and less than car lots, preferring to pay higher freight rates that absorb a loss through a drop in the market before the grain even reached them.

The Kentucky Public Elevator Company, when interviewed on November 10, said: "We haven't a pound of corn in the plant, and no wheat. We received a car of rye today, but reshipped it at once. We are carrying 80,000 bushels of high priced oats, which were bought and stored when oats were worth around a dollar or more. We haven't any barley or other grains on hand just now. We could handle our week's business running one day a week, if it all came at once, and as it is we are only operating about two hours a day."

Other elevators and grain companies are in much the same condition, there being no activity shown. Wheat breaking nine to ten cents a bushel per day is enough to scare off buying, as only the careless buyer is buying any grain under such conditions. Private elevators all are far below capacity in holdings, and the grain trade as a whole is buying light, keeping enough grain rolling to supply demand, but very little on storage.

Edinger & Co. reported that the company was largely buying as it sold on corn and oats, being light on oat holdings and still lighter on corn. With an elevator capacity of 75,000 bushels the company had but 10,000 bushels in hand. O. W. Edinger in discussing the situation said: "Elevators in Illinois are endeavoring to force out and unload some old corn to make room for new. We are nearly all anticipating breaks when new corn starts moving, as old will come down to the new price, rather than new to the old. We expect new corn to start moving more freely by November 28."

Mr. Edinger reported a very fair movement of corn to corn mills, which have been getting a good business due to the fact that there is a differential of many dollars between the price of cornmeal and wheat flour, which is resulting in better consumption of meal. Of course mills grinding corn can't use new corn to advantage, and may force a better differential between new and old. However, there is a good deal of new corn that is fairly dry, and of excellent quality, and the smaller mills of the South will probably grind a good deal of new corn.

Reports from various sections of Kentucky and Indiana show that new corn is selling at around 75 to 85 cents a bushel to the farmer, and a number of the country town buyers have been taking corn fairly well at such prices. However, there has been practically no carlot movement as yet.

Louisville wheat buyers have been guessing wrong most of the season, as have wheat buyers generally. One buyer recently increased holdings to 400,000 bushels at a time that it was anticipated that there would be no more \$2.50 wheat, and then the market slumped off to \$2.20. Statistics haven't meant any-

thing so far this season, but the laws of averages and percentages generally win out in the long run, and it is felt that there is every indication of strong wheat markets later on.

Flour mills during the middle of October ran three to four days a week, but are back on a six-day basis for the time being, but inquiry has again slumped with the wheat market. The fact that many mills are down is making for light production of mill feed, while demand is keen.

Cash grain prices are not backing and filling as much as options, but are hard to figure. Quotations on the local market at time of writing show cash corn, No. 2, White, \$1.10; Yellow, \$1; No. 2 White Oats, 60 cents; No. 3, 59 cents. Wheat is buying at \$2.20 for No. 2, Red.

Hay movement has been quiet as farmers have been busy with corn harvesting, dissatisfied with prices offered, and haven't been shipping. However, receipts are improving. Lower prices are predicted after movement increases. No. 1 Timothy is quoted at \$31 a ton; No. 2, \$30; Mixed Clover and Timothy, No. 1, \$29; No. 2, \$27; No. 1 Clover, \$31; No. 2, \$29; wheat and oat straw, \$15; rye straw, \$16. Hay is in good supply, but straw is scarce, and it is hard to ship in because of high freight rates on minimum weights.

Feed prices are fairly firm, with bran quoted as low as \$39 a ton; mixed feed, \$42; brown middlings, \$44; gray, \$46; hominy feed meal, \$40.

There was another break in flour prices during the week, placing short patent winter wheat flour at \$11.25; long, \$10.45; low grades, \$8. Cash, packed, 98's cotton, Louisville.

The seed trade is just as dull as the grain trade, the seedsmen reporting very dull demand, and no prospects for movement of field seeds before January 1. Kentucky Bluegrass has been steady at \$25 a hundred to the cleaner.

The Perry Feed & Commission Company, Hazard, Ky., has been incorporated with a capital of \$15,000, by J. W. Alloway, P. W. Ould and Harry Jones.

Collier Bros., Paris, Ky., on October 24 reported a fire loss of \$5,000, partly covered, when the feed and grain store on Main Street was partly destroyed.

Robert Rowland, operating Vance's Mill, on Drakes Creek, four miles from Woodburn, Ky., in Simpson County, Ky., lost his mill and 4,000 bushels of wheat by fire on November 6.

It is reported that farmers have been hogging down a good deal of low grade corn this year, as labor is costing around \$9 a day, on present shocking costs.

Garnet Zorn, of the grain house of S. Zorn & Co., won a suit in the Court of Appeals, against the state, to prevent collection of inheritance tax on \$42,213.97 advanced him by his late father, Sebastian Zorn, in 1906. The court held that this was a gift, and not an inheritance, as it was not an advancement made in anticipation of death.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for October:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	3,963,510	1,690,226	4,196,888
Corn, bus....	594,911	146,182	231,184
Oats, bus....	325,810	203,568	55,668
Barley, bus..	126,570	38,023	35,000
Rye, bus....	911,346	156,452	1,095,092
Hay, tons....	1,448	2,762	398,791
Flour, bbls..	140,704	524,772	153,070

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	1,534,000	9,191,000	1,404,000
Corn, bus....	11,915,000	4,802,000	6,849,000
Oats, bus....	6,561,000	9,385,000	3,235,000
Barley, bus..	942,000	1,010,000	471,000
Rye, bus....	443,000	439,000	785,000
Timothy Seed, lbs.	5,676,000	6,124,000	2,154,000
Clover Seed, lbs.	969,000	1,816,000	322,000
Other Grass Seed, lbs.	2,598,000	2,432,000	480,000
Flax Seed, bus.	136,000	90,000	9,000
Broom Corn, lbs.	2,863,000	3,575,000	2,177,000
Hay, tons....	13,495	19,288	1,538
Flour, bbls..	584,000	1,190,000	417,000

CINCINNATI—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	270,000	415,500	238,800
Shelled Corn, bus.	288,000	184,800	208,800
Oats, bus....	384,000	338,000	260,000
Barley, bus..	13,000	19,500	.....
Rye, bus....	24,000	34,800	12,000
Ear Corn, bus.	4,800	24,000	.....
Feed, tons...	1,620	2,700	.....
Hay, tons....	6,413	7,898	.....

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	9,430,243	3,803,902	7,597,185
Oats, bus....	703,285	59,869	16,206
Barley, bus..	1,149,525	483,695	1,122,918
Rye, bus....	2,493,684	1,994,740	2,875,730
Flax, bus....	996,579	313,522	424,310
Flour, bbls..	802,530	772,050	916,200
Produced ..	92,110	.....	127,315

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	31,970,197	19,348,666	25,117,943
Corn, bus....	5,996	59,292	59,296
Oats, bus....	4,959,959	4,964,859	2,312,382
Barley, bus..	1,250,808	1,449,940	966,804
Rye, bus....	492,487	176,965	362,952
Flax Seed, bus.	456,958	229,290	179,504
Mixed Grain, lbs.	4,365,984	6,403,202	84,030

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	302,500	461,250	201,500
Corn, bus....	1,620,000	1,202,000	1,121,400
Oats, bus....	1,360,000	712,000	1,682,000
Rye, bus....	23,000	49,000	18,000
Hay, cars....	63	100	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	6,667,650	6,056,100	5,116,500
Corn, bus....	351,250	495,000	221,250
Oats, bus....	885,700	793,900	313,500
Barley, bus..	145,500	84,000	66,300
Rye, bus....	89,100	59,400	49,500
Kaffir, lbs....	123,200	80,300	78,000
Hay, tons...	30,108	38,952	6,376
Flour, bbls..	47,775	130,325	278,850

LOS ANGELES—Reported by the secretary of the Grain Exchange:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, c'l'r'ds	126	155	.....
Corn, car'l'ds.	71	24	.....
Oats, car'l'ds.	30	26	.....
Barley, car-lloads	109	49	.....
Rye, car'l'ds..	3	.....	.....
Grain sorghums, car-lloads	60	63	.....
Bran, car'l'ds.	53	18	.....
Cereals, car-lloads	9	10	.....
Oats chop, carloads	1	1	.....
Seed, car'l'ds.	3	1	.....
Beans, car'l'ds	11	18	.....
Flour, car'l'ds	96	133	.....
Poultry food, carloads	8	6	.....

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	322,900	954,000	160,757
Corn, bus....	882,075	476,770	514,237
Oats, bus....	1,260,480	3,051,910	2,097,628
Barley, bus..	865,870	1,116,270	301,490
Rye, bus....	341,130	288,250	341,386
Timothy Seed, lbs.	14,810	21,436	108,210
Clover Seed, lbs.	205,702	707,306	291,692
Flax Seed, bus.	112,980	34,320	2,633
Malt, bus....	34,200	62,700	238,496
Feed, tons...	2,940	8,903	16,464
Hay, tons....	2,040	2,049	276
Flour, bbls..	107,720	97,490	151,603

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	16,848,740	18,480,890	5,337,960
Corn, bus....	453,120	337,340	387,490
Oats, bus....	3,861,470	2,407,840	1,492,650
Barley, bus..	2,153,410	1,422,880	2,252,790
Rye, bus....	573,410	1,010,380	335,700
Flax Seed, bus.	1,477,720	570,190	337,920
Hay, tons....	2,072	2,409	122
Flour, bbls..	49,624	107,332	1,606,723

NEW ORLEANS—Reported by Geo. S. Colby, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	8,533,202	67,200
Corn, bus....	133,976	76,450
Oats, bus....	122,920	516,665
Barley, bus..	758,377	842,248

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	9,925,000	.....	4,115,000
Corn, bus....	845,000	.....	797,000
Oats, bus....	686,000	.....	267,000
Barley, bus..	834,000	.....	574,000
Rye, bus....	4,148,000	.....	3,560,000
Timothy Seed, lbs.	.....	.....	603
Clover Seed, bags	2,319	.....	7,398
Flax Seed, bus.	1,585,000	.....	.....
Hay, bales ..	13,787	.....	.....
Flour, bbls..	609,305	.....	528,000

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1920	1919	1920	1919
Wheat, bus..	140,400	281,100	174,000
Corn, bus....	1,065,400	2,129,850	836,450
Oats, bus....	565,500	842,700	554,300
Barley, bus..	204,400	84,000	203,000
Rye, bus....	10,400	1,200	3,600
Mill Feed, tons	7,320	7,840	9,800
Seeds, lbs. ..	30,000	120,000	60,000
Broom Corn, lbs.	30,000	.....	15,000
Hay, tons....	2,110	4,070	1,160
Flour, bbls..	188,900	343,400	183,700

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus..	3,480,000	3,168,000	3,154,000	3,186,000
Corn, bus....	763,000	929,600	627,200	845,600
Oats, bus....	738,000	928,000	948,000	1,118,000
Barley, bus..	169,200	91,200	95,400	127,800
Rye, bus.....	262,900	134,200	207,900	117,700

PHILADELPHIA—Reported by S. S. Daniels, statistician of the Commercial Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus..	2,101,471	2,150,551	2,017,913	796,497
Corn, bus....	93,081	54,346	38,571	.....
Oats, bus....	207,808	339,874	.....	70,000
Barley, bus..	.....	13	.....	1,796
Rye, bus....	182,338	67,089	175,852	1,796
Flour, bbls..	241,912	435,092	32,101	121,879

PORTLAND, MAINE—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus..	973,162	.....	168,000
Rye, bus....	341,186	.....	202,000

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus..	3,584,849	5,033,654	2,597,450	4,826,490
Corn, bus....	1,259,700	1,435,340	694,960	547,755
Oats, bus....	2,209,055	2,239,190	1,146,100	1,401,205
Barley, bus..	145,600	67,200	15,430	38,510
Rye, bus....	40,732	19,800	35,230	11,930
Hay, tons....	15,836	16,227	6,600	6,180
Flour, bbls..	335,490	626,640	366,960	773,820

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, tons..	2,499	4,645	.....	.....
Corn, tons....	4,578	161	.....	.....
Oats, tons....	1,081	620	.....	.....
Barley, tons..	30,095	11,237	.....	.....
Bran, tons....	246	15	.....	.....
Beans, sacks..	59,624	170,046	.....	.....
Hay, tons....	5,900	5,412	.....	.....

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange:

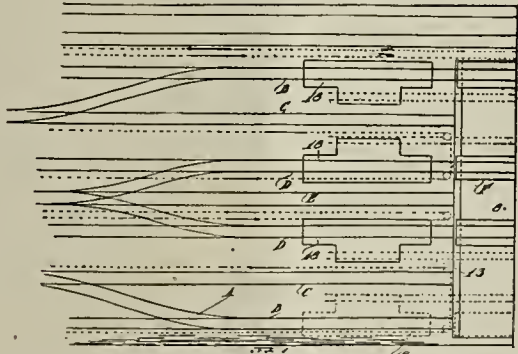
	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus..	1,068,000	989,000	130,475	231,216
Corn, bus....	105,250	61,250	38,505	4,875
Oats, bus....	463,600	303,400	219,647	294,606
Barley, bus..	2,400	6,000	.....	1,330
Rye, bus....	64,800	268,800	70,334	206,468
Timothy Seed, bags	2,981	26,359	7,950	3,726
Clover Seed, bags	5,524	6,240	586	785
Alsike Seed, bags	346	1,216	126	957

GRAIN TRADE PATENTS

Bearing Date of September 28, 1920

Grain unloading process and grain car track construction.—Henry Richardson, Passaic, N. J. Filed November 22, 1919. No. 1,350,736. See cut.

Claim: In an apparatus of the character described and in combination a plurality of parallel tracks, transverse tracks set at the end of the parallel tracks



and extending across the same, a transversely movable table mounted on the transverse track and adapted to convey a car from one to the other of the parallel tracks, and means for collecting grain from the table during movement.

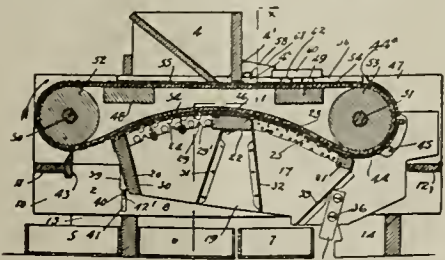
Bearing Date of October 5, 1920

Grain cleaner.—Horace A. Holtan, Falkirk, N. D. Filed November 26, 1919. No. 134,750.

Bearing Date of October 19, 1920

Grain cleaning machine.—John Alexander Cowan, Winnipeg, Man., Canada. Filed September 26, 1919. No. 1,356,043. See cut.

Claim: In a grain cleaning machine a pair of rollers, an endless conveyor belt supported thereby with its upper portion substantially horizontal, a hopper for feeding material to the surface of said upper portion, means operating upon the horizontal portion of the belt between the hopper and the roller over which



the belt travels downwardly to cause the material to lie parallel with the direction of travel of the belt, a screen surface bearing against the under portion of the belt between the rollers, and a guide plate around the downwardly moving portion of the belt.

Bean cleaning apparatus.—Lloyd C. Dilbert, San Francisco, Calif. Filed March 24, 1919. No. 1,356,049.

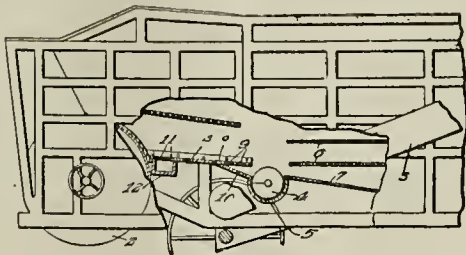
Grain door.—Harold H. Wheeler and Herbert J. Nilson, Loraine, N. D. Filed March 22, 1920. No. 1,355,874.

Dust collector.—Harold M. Plaisted, St. Louis, Mo., assignor to William Patent Crusher & Pulverizer Company, St. Louis, Mo., a corporation of Missouri. Filed April 8, 1919. No. 1,356,086.

Bearing Date of October 12, 1920

Grain saving tail board.—C. E. Brown, Findlay, Ohio. Filed December 13, 1917. No. 1,355,383. See cut.

Claim: In a grain separator a trough for the reception of tailings, a grain board inclined downwardly away from one side of the trough, a grain board inclined upwardly away from the other side of the trough, superposed screens extending over the downwardly inclined grain board and terminating above



one side of the trough, a tail board extending beyond and above the other side of the trough and having a screen portion projecting over the upwardly inclined grain board, said tail board being arranged to receive tailings projected over the trough from the first named screens and having an imperforate area.

Bearing Date of October 26, 1920

Grinder and shredder.—Harry J. Shelton, St. Louis, Mo. Filed December 6, 1919. No. 1,357,190.

Grain car door.—Malcolm McLellan, Perry Sound, Ontario, Canada. Filed November 8, 1918. No. 1,357,106.

FARMERS' ORGANIZATION WANTS GOVERNMENT OWNED RAILROADS AND SHIPS

WASHINGTON, Nov. 11.—The policy decided on by the recent conference here of farm organizations to get all elements of farm organization together to urge on Congress legislation that would relieve the credit situation resulted today in an appeal sent out by George P. Hampton, managing director of the Farmers' National Council, says the *New York Journal of Commerce*.

The appeal is made to the National Grange, the National Farmers' Union, the National Milk Producers' Association, the International Farm Congress, the American Farm Bureau Federation and the Farmers' National Congress.

These six organizations have stood opposed to the policy urged by the National Council and Mr. Hampton points out the injury done to farmers generally that there should be division in their ranks.

The National Grange is now holding its annual convention in Boston. The Farmers' Union and the International Farm Congress hold their annual meetings later this month and the American Farm Bureau Federation has a meeting in December. Citing the fact that the Council's program is strongly backed by organized labor, and that practically every farm organization has indorsed legislation to control the meat packing industry, Mr. Hampton says:

"We are forced to the conclusion that excepting packer control legislation the chief obstacle in the way of carrying out the farmers' reconstruction program is the opposition to most of its planks by your organization."

The heads of the six farm organizations are asked whether their organizations will work for legislation to restore the railroads to Government operation and for Government ownership with a clear majority of the board of directors to be appointed by the Government representing the public, and the public to secure the benefits of economies effected through unified operation and coordination of equipment.

"This," says the appeal, "would save farmers at least \$900,000,000 a year directly, and two or three times that amount indirectly."

The heads of the six organizations are asked if they will work for legislation to make credit as cheap and as available to farmers as to any other equally responsible industry, through creating a short-time credit system for farmers, extending and strengthening the "farm land bank system" and

amending the Federal Reserve Bank Act by limiting the spread between rates at which member banks receive money and loan it to 1 per cent, and by other means.

They are also asked whether they will hack a revenue measure to permit prompt payment of the costs of the war "by taxes on estates, incomes, excess profits, the value of land and other natural resources held for speculation and a rapidly progressive tax on all property with an exemption of \$25,000, which will save the farmers of America at least \$1,500,000,000 a year."

Mr. Hampton asks the co-operation of the other farm organizations in securing "the repeal of the Jones Shipping Bill, retention of our ships by the people and their operation directly, by lease or by charter with Government regulation of ocean freight rates, also for Government ownership of natural resources still in public ownership and development for service and not for profit."

The appeal concludes by earnestly inviting recalcitrant farm organizations to co-operate with the Farmers' National Council in carrying out this program at the next session of Congress.

NEW YORK BOARD APPROVES TWO BILLS

The New York Board of Trade and Transportation at a meeting on November 10, passed resolutions endorsing two bills for Congress. The first is an amendment to the Cummins Bill, S. 1024, which reads as follows:

That it shall be unlawful for any person, corporation, partnership, or other organization to offer or give to an employee or agent, or to a member of his family, or to any one for his use or benefit, directly or indirectly, any commission, money, property, or other valuable thing as an inducement, a bribe, or reward, for doing or omitting to do any act, for showing or forbearing to show any favor or disfavor by such employee in relation to the affairs or business of his employer or principal, which affairs or business constitute or affect commerce among the states, or with foreign nations, or for any employee or agent to solicit, accept, receive, or take, directly or indirectly, any commission, money, property, or other valuable thing as an inducement, a bribe, or reward for doing or omitting to do any act, or for showing any favor or disfavor in relation to the affairs or business of his employer or principal, which affairs or business constitute or affect commerce among the states or with foreign nations: Provided, however, That the foregoing shall not apply to transactions between an employer or principal and his employee or agent.

Sec. 2. That whoever violates the provisions of this act shall upon conviction be punished by a fine of not more than \$5,000, or imprisonment for not more than five years, or both. If a corporation, partnership, or other organization is guilty of a violation hereof, the person or persons through whom the corporation, partnership, or other organization acts, shall also be deemed guilty and punished as aforesaid.

The second endorsement referred to the Federal operation of canal barges, and reads as follows:

Whereas, Senator Wadsworth introduced in the United States Senate in February last, at the request of this board, Senate joint resolution No. 161, for the purpose of exempting the canals of New York State from the provisions of section 201 of the Transportation Act, 1920, under which last named act the Secretary of War has continued to operate the United States Government owned canal barges for commercial purposes upon the New York canals, which Federal operation of such barges would be discontinued upon the passage of the Wadsworth bill; and

Whereas, The United States Senate passed the said Wadsworth bill at the last session and it is now pending in the House of Representatives Committee on Interstate and Foreign Commerce; therefore

Resolved, That the continued Federal operation of barges for commercial purposes upon the New York canals is a serious detriment to the efficiency of said canals and an injury to the commercial, manufacturing and agricultural interests of the entire country.

Resolved, That we earnestly request the House of Representatives Committee on Interstate and Foreign Commerce to report Senate joint resolution No. 161 favorably at the earliest possible moment in the coming session, and that the said bill be passed by the House of Representatives.

LICENSED elevators in Montana have a total capacity of 22,412,000 bushels, according to C. D. Greenfield, commissioner of agriculture and publicity. The wheat crop is estimated at between 25,000,000 and 30,000,000 bushels, while other crops will make as much again.



CANADA

The Taylor Grain Company, Ltd., has been incorporated to operate at Edmonton, Alta.

Norman McLennan is building an addition costing \$10,000 to his elevator at Vancouver, B. C.

Wm. Hodgins' grain business at Alvinston, Ont., has been purchased by the Hayes Bros. of Listowel.

The Tees Farmers Elevator Company was recently incorporated at Tees, Alta., with a capital stock of \$20,000.

The elevator of the Western Canada Flour Mills Company, Ltd., at Brandon, Man., is being repaired at a cost of \$14,000.

The Coaldale Co-Operative Elevator Company, Ltd., Coaldale, Alta., has been incorporated with a capital stock of \$100,000.

An addition is being erected to the elevator of the Malden Elevator Company of Rouleau, Sask., which will double its capacity.

The Midland Elevator Company, Ltd., of Midland, Ont., has been authorized to increase its capital stock from \$180,000 to \$1,000,000.

The elevator of the Sterling Elevator Company, Winnipeg, Man., has been purchased by the Saskatchewan & Western Elevator Company.

The new elevator of the Goose Lake Grain Company at Lenore Lake, Sask., has been completed. This is the third elevator which it has built at Lenore Lake.

The Beaver Elevator Company of Winnipeg, Man., is repairing its elevator at Cudsworth which was recently damaged by fire. The expenditures will amount to \$12,500.

P. N. Gray & Co., Ltd., Winnipeg, Man., have been incorporated with a capital stock of \$10,000, to operate a grain, milling and elevator business. The incorporators are: E. Spice, W. H. August, C. Broadfoot, W. B. Henry and H. V. Hudson.

A statement issued by the Saskatchewan Co-operative Elevator Company, Ltd., Winnipeg, Man., shows that the company has during 1919 operated 308 elevators and handled 21,841,556 bushels grain. The company made a profit of \$193,599 and declared an 8 per cent dividend.

INDIANA

The elevator of Hickman & Keller at Corydon, Ind., has been equipped with a new car loader.

The D. G. McFadden Grain Company has sold its elevator at Ridgeville, Ind., to the Ridgeville Grain Company.

Lloyd Waugh and J. C. Jordan have made tentative plans for the construction of a grain elevator at Colfax, Ind.

Ballinger & McAllister have completed a new 27,000-bushel elevator for the Shideler Grain Company of Shideler, Ind.

The grain elevator of the Collinwood Bros. of Anderson, Ind., at Pendleton, Ind., has been sold by them to Albert Reep, of Medaryville.

The elevator interests of Aaron Gardner at Cottage Grove, Ind., have been sold by him to Eugene A. Lewis, who will operate as the Lewis Grain Company.

A co-operative company has been organized at Manilla, Ind., by the farmers of that territory to purchase and operate grain elevators at Manilla, Homer, and Rays Crossing.

The Wolfram Grain Company has sold its elevator at Maplewood (r. f. d. Danville), Ind., to Albert Reep and John A. McComas. The new owners took possession on November 10.

The Swan Grain Company has been incorporated at Indianapolis, Ind., to conduct a grain elevator and flour mill. The incorporators are Arthur Swanson, Thomas A. Grant, Arthur B. Wyeth. Capital stock amounts to \$20,000.

The grain elevator and feed business at Center Point, Ind., has been purchased by the Clay County Farmers Association which is officered by Walter B. Ringo, president; Henry Meyer, treasurer and John Sands, secretary-manager.

To build and operate an elevator, the Clay City Co-operative Elevator Company has been organized at Clay City, Ind. The directors are: G. W. Brown, J. V. McCullough, S. M. Baumgartner, W. H. Mitchell, C. Fance, H. E. Horton and David Moody.

R. A. Burris, W. D. Springer and Mable K. Springer have filed articles of incorporation as the

Mulberry Grain Company at Mulberry, Ind. Its capital stock is \$30,000. The company will operate a grain elevator and flour mill.

Extensive improvements are to be made to the elevator of L. A. Conorro of Frankfort, Ind. The east end of the elevator is to be torn down.

Negotiations were recently concluded whereby the Medaryville Co-operative Elevator Company purchased the elevator of Albert Reep at Medaryville, Ind. The consideration was \$2,000. The transfer will take place January 1.

EASTERN

The E. A. Cowee Company of Worcester, Mass., is to build a new brick warehouse there.

A new storage warehouse is to be built at Newburyport, Mass., for the Knight Grain Company.

A warehouse 40x60 feet is being built to the elevator of Thomas J. Cunningham of Beacon, N. Y.

Morris Ellis has incorporated the Consumers Elevator Company at Philadelphia, Pa. Its capital stock is \$25,000.

W. D. Lutz, A. J. Baruth have incorporated the Lutz Elevator Company of Manhattan, N. Y. Its capital stock is \$15,000.

To deal in grain, hay, etc., Smith, Richardson & Co. were incorporated under the laws of Delaware. Their capital stock amounts to \$100,000.

The grain and feed business at Rutland, Vt., for years operated by Elton Chatterton, has been purchased by Edmund B. and Floyd G. Channell.

The elevator capacity of the Highspire Mills, Highspire, Pa., has been increased to 100,000 bushels. The milling capacity has also been increased.

A new 10,000-bushel concrete storage addition has been built to the plant of the Hammond Milling Company of Hoods Mills, Md. The Spencer Construction Company had the contract.

Capitalized at \$40,000, the Chambers Grain & Feed Company, Inc., has been incorporated at Peekskill, N. Y. Arthur B. Chambers, Wm. F. Chambers and Fred C. Robinson are interested.

Leon Abrams, Max Goldberg and Bertha D. Vinegrad have filed articles of incorporation at Brooklyn, N. Y., as Abramowitz & Co., Inc., capitalized at \$10,000. The firm will handle grains and cereals.

To conduct a general grain, milling and manufacturing business, the Union Bridge Milling & Supply Company has been incorporated at Union Bridge, Md. J. Wilbur Warner, LeRoy T. Fesser and L. John Fisher are interested.

To deal in grain and operate a flour mill, the Southern Grain & Milling Company has been incorporated at Wilmington, Del. The capital stock of the firm is \$100,000. M. M. Nichols, L. A. Irwin and W. G. Singer are the incorporators.

WESTERN

A grain elevator has been installed in the warehouse of F. C. Muffley at Fairfield, Idaho.

The United Elevator Company of Absarokee, Mont., is erecting a \$10,000 elevator there.

S. G. Berg is now manager of the business of the Gallatin Valley Elevator Company, operating at Gallata, Mont.

The elevator of the Three Valleys Co-operative Association at Three Forks, Mont., has been reopened this season.

A warehouse has been opened at Culver, Ore., for the Northern Grain & Warehouse Company. Joe Oswald is in charge.

The Western Elevator Company's elevator at Sedgwick, Colo., has been completed. It is of concrete and steel construction.

The Farmers Flavo Mill & Elevator Company succeeds the Farmers Co-operative Mill & Elevator Company of Fort Lupton, Colo.

The North Elevator of the Intermountain Milling Company at Townsend, Mont., has been purchased by the Gary Hay & Grain Company.

The Crook, Colo., grain business of the Loizeau Lumber & Grain Company has been sold by it to the Farmers Co-operative Elevator Company.

The Moody Warren Commercial Company has completed its new concrete elevator at Ft. Collins, Colo. It is of concrete construction and has a capacity of 40,000 bushels. It will be equipped with wagon dump, cleaner, feed grinder, two stands legs with capacity of 1,500 bushels per hour; car puller,

power shovel, 1,200-bushel hopper scale, five motors of 5, 10 and 2 horsepower. The J. C. Burrell Company has the contract.

A grain department is to be installed by the Farm Bureau Exchange of Mercer, Calif. E. R. Leedom is secretary-manager of the Exchange.

C. O. Reynolds, T. J. Quigley and C. F. Hoskins have incorporated the Farmers Warehouse & Milling Company of Redmond, Ore. Capital stock is \$25,000.

Storage sheds are being built in addition to the elevator of the Farmers Supply Company of Sandpoint, Idaho. It will accommodate from 25 to 30 cars hay.

R. B. Liles is president and Chas. A. Black, secretary of the R. B. Liles Grain Company of Colorado Springs, Colo. The capital stock of the firm is \$70,000.

The Holyoke Equity Mercantile Company of Holyoke, Colo., has been succeeded by the Farmers Co-operative Elevator Company. Roy L. Stewart will be manager.

The elevator, warehouse and coal sheds of the Roggan Equity Exchange at Roggan, Colo., has been purchased by the O. M. Kellogg Grain Company of Denver, Colo.

The elevator of the Farmers Elevator Company of Baker, Mont., has been completely overhauled and is now open for business under the management of Walter Lee.

John T. Ball, a grain dealer, has purchased the Corcoran Mill & Warehouse at Corcoran, Calif. Possession was given on October 1. The new owner will enlarge the feed department of the property.

The building at Ellensburg, Wash., formerly used by Galbraith & Co., has been purchased by the McDonald Grain Company. The new owners have made extensive improvements. H. K. Robbins is manager.

The California Grain Growers Association has leased the 2,000,000-bushel elevator of the Western Milling Company at Oakland, Calif. The association comprises all farm bureau members and will handle, it is said, all the grain produced on 43,000 California farms. The corporation formed by the association as a direct lease-holding company, is given as the California Farm Bureau Elevator Corporation, capitalized at \$1,000,000. J. A. Macdonald is president; E. H. Nielsen, vice-president; T. W. Robinson, secretary-treasurer. The Macdonald Engineering Company, of Chicago, designed and erected the new plant and will have a large hand in directing the affairs of the new elevator building program of country elevators. This transaction will insure the complete adoption of the bulk handling system in California.

ILLINOIS

C. E. Graves & Co., of Bloomington, Ill., have remodeled their elevator.

A new switch is being built to the new Farmers Elevator at Fillmore, Ill.

The Hayward Elevator at Morton, Ill., has been sold by Harold Dean to Chris Knapp.

Holmes Hagaman, grain dealer of Holcomb, Ill., and family, expects to spend the winter at Tujunga, Calif.

The grain elevator at Williamsburg, Ill., has been purchased by W. H. Whitlock and son from F. W. DeHart.

The elevator at Ogden, Ill., has been purchased by the J. S. Coon Grain Company. A. H. Shelby is manager.

Harrod & Fielder of St. Augustine, Ill., have dissolved the partnership. J. S. Harrod has taken over the business.

Farmers around Laura, Ill., have organized a Farmers Elevator Company. The capital stock of the firm is \$40,000.

The capital stock of the Farmers Elevator & Supply Company at Niota, Ill., is to be increased from \$15,000 to \$30,000.

Business operations have been started in the new elevator of W. F. Bradbury at Augusta, Ill. The elevator is modern in every detail and well equipped to handle grain.

The Illinois Feed & Elevator Company has been incorporated at Bloomington, Ill. Delmond Sensenbaugh, R. V. Kramer and Elbert M. Livingston are the incorporators. The company will operate

the mill there which was at one time known as the Hungarian Mill and later as the L. E. Slick Mill & Elevator.

A new tile and concrete warehouse 30x36 feet with basement will be erected at Ipava, Ill., for the Farmers Elevator Company.

A new brick warehouse is to be erected at Norris, Ill., for the Farmers Elevator Company. It will be operated in conjunction with the farmers elevator.

Farmers around Lake Fork, Ill., are interested in the organization of a co-operative elevator company. The capital stock of the firm will be \$25,000.

The grain and lumber business of P. M. Essenspiess at Pierron, Ill., has been sold to the Farmers Equity Union. Possession was given on November 1.

The elevator of C. L. Foucht at Rutland, Ill., has been purchased by the Rutland Co-operative Elevator Company. The company will incorporate for \$40,000.

A grain elevator of 75,000 bushels' capacity together with new lumber sheds is being erected at Newman, Ill., for the Farmers Grain & Lumber Company.

A modern grain elevator is to be erected at Montgomery, Ill., for the Burlington Railroad. The Burrell Engineering & Construction Company has the contract.

The concrete elevator at Pesotum, Ill., formerly owned by Davis, Burton & Gardener, has been purchased by the recently incorporated Pesotum Elevator Company.

A new farmers elevator is to be erected at Ursa, Ill. The contract has been let and the building, which will be of tile construction, will be ready for operation by January 1.

A grain elevator company has been incorporated at Ottawa, Ill. The firm has purchased the elevators of the Armour Grain Company at Dayton, Well-dron, and Sheridan Junction.

Repairs are to be made to the plant of the Time-well Farmers Co-operative Company at Timewell, Ill. It will be equipped with belting, dump, dust collector, elevator supplies, feed mill and electric motor.

The Farmers Elevator at Fancy Prairie, Ill., is to be conducted hereafter on a co-operative basis. Edwin Lake, C. F. Council, J. T. Langston, W. R. Shaver, J. W. Graham, and H. V. Council are the directors.

A charter has been granted the J. E. McCann Grain Company of Buffalo, Ill., which has a paid up capital stock of \$20,000. The incorporators are: J. E. McCann, E. L. Crane and L. W. Young. The company will operate the E. B. Conover Elevator at Buffalo which was recently purchased by J. E. McCann.

OHIO AND MICHIGAN

The Farmers Union of Fairview, Ohio, will either build or buy an elevator there.

The elevator of the Vanlue Grain & Supply Company of Vanlue, Ohio, is being enlarged.

The Dishneau Miller Grain Company is no longer in the grain business at Munising, Mich.

C. W. Carlton has sold his elevator at Chippewa Lake, Ohio, to the Lodi Elevator Company.

The Royal Oak Grain Company, located at Royal Oak, Mich., has sold its business to F. J. Engel.

The Farmers Elevator Company has purchased the elevator of Herman Meiser at Blissfield, Mich.

The Farmers Commercial Grain & Seed Company will build a new grain elevator at Risingsun, Ohio.

The Clare (Mich.) Hay, Grain & Bean Company has increased its capital stock from \$10,000 to \$30,000.

A large elevator and feed warehouse is to be erected at Detroit, Mich., for the Commercial Milling Company.

An option on the elevator of Fred Weaver at Dorr, Mich., has been secured by the Moline Co-operative Association.

The Isabella County Farmers Grain Company of Mt. Pleasant, Mich., has increased its capital stock from \$20,000 to \$50,000.

The Farmers Equity Exchange has opened its new elevator at New Paris, Ohio. It is equipped with modern machinery.

The elevator of Chas. A. Rinck at West Alexandria, Ohio, has been purchased by the West Alexandria Co-operative Equity Company.

The Springport Co-operative Elevator Company has been organized at Springport, Mich., by farmers there. Its capital stock is \$50,000.

C. S. Petry, of Troy, has purchased the Dallas Elevator in Champaign County, Ohio. He will organize a co-operative company and operate the elevator.

The recently incorporated company, known as the Co-operative Holding Company of Beulah, Mich., has purchased the buildings of the Crystal Lake

Grain & Produce Company. The company has leased same to the Benzie Co-operative Farm Bureau Association.

The capital stock of the Farmers Co-operative Grain & Produce Company of Blissfield, Mich., has been increased from \$30,000 to \$100,000.

An addition is being built to the elevator of the Farmers Equity Exchange of Lakeville, Ohio. The capacity for storing feeds will be doubled.

A new elevator is to be constructed at Battle Creek, Mich., for the Farmers Elevator Company. Wilbur Sprague is to be in charge of the grain elevator.

The Farmers Elevator Company has been re-incorporated at Chesaning, Mich., and its capital stock increased from \$40,000 to \$80,000. C. A. Croel is manager.

The Middleton & Martin Elevator at Yates (mail to Rochester), Mich., has been purchased by the Brockway Farm Bureau. The new owners will operate the plant.

Farmers of Jackson, Pleasant and Franklin Townships have formed a co-operative company and will probably operate a co-operative elevator at Grove City, Ohio.

A co-operative elevator company to be known as the Farmers Exchange Company has been organized at Norwalk, Ohio, by the farmers around there. The organization is capitalized with stock amounting to \$40,000.

The Scioto Grain & Supply Company will complete its new 80,000-bushel elevator at Ashville, Ohio, by the latter part of this month. The machinery for the house was furnished by the Webster Manufacturing Company.

IOWA

F. W. Otte has purchased the elevator of W. G. Goy at Anderson, Iowa.

A modern grain elevator is to be constructed at Zearing, Iowa, by Fred Haase.

The Farmers Co-operative Company has taken over the business of the Walnut Elevator Company at Walnut, Iowa.

The capital stock of the Farmers Elevator Company of Kingsley, Iowa, has been increased from \$10,000 to \$75,000.

The business of the Home Lumber Company at Gibson, Iowa, has been purchased by the Farmers Elevator Company.

A new truck dump and 10-ton truck scale has been installed by the Farmers Co-operative Association of Sheldon, Iowa.

An elevator 30x40 feet and a warehouse 30x90 feet is being erected at Winterset, Iowa, for the Farmers Co-operative company. The buildings are to be of glazed blocks.

The elevator of Austin & Hartwig at Williams, Iowa, has been purchased by E. J. Funk. Mr. Funk at one time owned an elevator at Clarion but disposed of it last March.

The common stock of A. Wasmuth & Sons, dealers in grain, lumber, hardware, etc., at New Hampton, Iowa, has been decreased to \$20,000; the preferred stock has been increased to \$50,000.

The elevators of the C. R. I. & P. Railway Company at Underwood and Neola, Iowa, have been purchased by the Dawson Grain Company of Omaha, Neb. The elevators are being overhauled by their new owner and equipped with new machinery.

The McCaull-Webster Elevator has been moved to a new site on the Chicago and Northwestern Railway by R. H. Nolan of Hawarden, Iowa, who recently purchased the elevator. The elevator has been remodeled and will be operated as Nolan & Lambertson.

During October the Farmers Co-operative Company started in business at Goodell, Iowa, with John Dominy, president; Harry Ruka, secretary-treasurer. The company is building a modern grain elevator there and will handle grain and coal. Capital stock is \$30,000.

THE DAKOTAS

The Farmers Equity Elevator at Selfridge, N. D., is being remodeled.

The new 30,000-bushel elevator of the farmers organization at Greene, N. D., has been completed and is in operation.

The South Dakota Grain Company of Menno, S. D., has completed its new grain elevator and has put it into operation.

The contract has been let by the Wild Bros. of Osnabrook, N. D., for remodeling the elevator and for the making of general repairs.

The capital stock of the Farmers Elevator Company operating at Howard, S. D., has been increased from \$50,000 to \$100,000.

A. L. Damon & Co., have been incorporated to operate at Rapid City, S. D. The capital stock of the firm amounts to \$25,000. The company will

conduct a grain and milling business. A. J. Damon, A. L. Damon and Christie H. Damon are the incorporators.

The plant of the Farmers Elevator Company located at Kempton, N. D., has been equipped with a 20-horsepower Fairbanks Engine.

The Hamar Co-Operative Elevator Company's elevator at Hamar, N. D., has been repaired this summer and has been equipped with a new cleaner and 15-horsepower engine.

The Elm Springs Wasta Elevator Company was recently incorporated at Wasta, S. D., and has purchased the elevator of G. W. Van Dusen & Co. Lars J. Nesheim is manager.

A new feed and flour warehouse has been erected at Olmstead, N. D., for the Olmstead Grain Company. It has been equipped with a Fairbanks Scale. C. E. Briggs is manager.

The Equity Co-operative Exchange has built a 46,000-bushel elevator at Bathgate, N. D. The elevator is of modern construction and is equipped with a 20-horsepower gasoline engine to supply motive power.

The Farmers Union Co-operative Association has completed its new frame, iron clad elevator at Mission Hill, S. D. The capacity is 35,000 bushels. The elevator will be operated by electricity and is equipped with modern machinery.

An elevator of 40,000 bushels' capacity has been built at Fordville, N. D., for the Fordville Co-operative Marketing Association. It includes a cleaning house, feed mill and coal shed. The machinery is operated by electricity. Dan McKeith is president.

MINNESOTA AND WISCONSIN

The elevator of Ben Garding at Roscoe, Minn., has been sold to A. H. Miller.

Business operations have been resumed in the Farmers Elevator at Maynard, Minn.

The J. B. Peterson Elevator at Elewa, Wis., has been purchased by the Elewa Equity.

Frank Dangerfield has sold his grist and feed elevator at Sharon, Wis., to Knute Seaver.

An addition is being built to the elevator of the Crescent Milling Company of Fairfax, Minn.

The business of the Farmers Elevator and Creamery at Ceylon, Minn., is to be discontinued by them.

The old brewery at Abbottsford, Wis., is to be converted by Ira Hawks into a grain elevator and feed mill.

The elevator of the Farmers Elevator Company of Huntley, Minn., has been repaired and is ready to do business.

A farmers elevator will in all probability be erected at Lake Crystal, Minn., for the farmers around there.

The Cashton Elevator Company is the new name of the Cashton Farmers Co-operative Company of Cashton, Wis.

The Pettis Elevator at St. Peter, Minn., has been sold by the Farmers Co-operative Association to Herman Borneman.

The capital stock of the St. Anthony & Dakota Elevator Company of Minneapolis, Minn., has been increased from \$1,500,000 to \$3,000,000.

The holdings of the Farmers Elevator Company at Glenville, Minn., have been purchased by the Farmers Equity Company of St. Paul, Minn.

The Speltz Grain Company now owns and will operate the grain elevator at Myrtle, Minn., formerly owned by the Farmers Elevator Company.

A new 10-horsepower Fairbanks Kerosene Engine has been installed in the elevator of the Viola Elevator Company of Viola, Minn. C. J. Monroe is manager.

The LaCrosse Grain Company has sold its line of 18 elevators in Minnesota, including the one at Spring Valley, Minn. The LaCrosse firm is going out of business.

A modern grain elevator is to be erected at Durand, Wis., by the Pfeiffer Elevator Company on the site of the elevator which was destroyed by fire not long ago.

An addition is to be built to the elevator of the Algoma Farmers Co-operative Company of Algoma, Wis. A modern feed grinder is also to be installed in the elevator.

To deal in grain, feed, farm produce and flour, the Peshtigo Equity Warehouse Association has been organized at Peshtigo, Wis., capitalized at \$10,000. The company will operate on a co-operative basis. Albert Dettman, A. Lechmeier, and G. Block are interested.

Part interest in the Detroit Grain & Fuel Company of Detroit, Minn., has been purchased by C. Steinkop. Associated with him will be M. O. Pederson. Mr. Steinkop last year sold this property, and engaged in the grain business at Vining, but has sold his interests there.

The West Bend Farmers Co-operative Exchange has been incorporated at West Bend, Wis., capitalized at \$30,000. The organization has purchased

the elevator of the Pick Bros. and will operate it. C. A. Schroeder is president; John N. Peters, vice-president and W. W. Hamlyn, secretary-treasurer.

The interest of Leonard Jacobson in the Independent Elevator at Madison, Minn., has been sold by him to John B. Saboe. Mr. Jacobson will engage in business at Portland, Ore.

The elevator of the Farmers Grain & Trading Company at Westby, Minn., has been repaired and equipped with a new rope drive. Peter A. Nelson is buyer at the establishment.

SOUTHERN AND SOUTHWESTERN

Arthur & McCune have discontinued their grain business at Tulsa, Okla.

T. A. Roberts of Cuthbert, Ga., has made plans to conduct a grain and feed business there.

A grain elevator of 10,000 bushels' capacity is to be erected at Chattanooga, Okla., for J. N. Pace & Son.

The plant of the Graham Mill & Elevator Company, Graham, Texas, has been improved at a cost of \$50,000.

A 30,000-bushel elevator is to be erected at Claude, Texas. Lester Stone & Co., will erect and operate it.

The Clyburn Grain Company has purchased the plant of the Hamlin Mill & Elevator Company of Anson, Texas.

A 20,000-bushel tile elevator is being erected at Homestead, Okla., for the Farmers Union Co-operative Exchange.

The Allen G. Smith Brokerage Company at Sherman, Texas, is succeeded by the Smith-Blanton Grain Company.

The Alex Mill & Elevator Company operating at Chickasha, Okla., has filed a petition for the dissolution of the firm.

The elevator and mill of C. H. Ross at Grove, Okla., has been sold to C. W. Foley for the consideration of \$17,000.

A grain elevator and flour mill costing \$10,000 is to be built at Texline, Texas, for S. O. Pennick, H. A. Harris and C. E. Hill.

The capital stock of the Hemphill Grain & Grocery Company of Hemphill, Texas, has been increased from \$20,000 to \$50,000.

The capital stock of the Imo Terminal Elevator Company of Imo (r. f. d. Enid), Okla., has been increased from \$20,000 to \$100,000.

A new power plant, one story in height, and 37x77 feet, is to be erected at Guthrie, Okla., for the Guthrie Mill & Elevator Company.

The elevators of the Kingfisher Mill & Elevator Company of Kingfisher, Okla., at Hitchcock and Okarche, Okla., have been remodeled.

The Lockney Co-operative Association of Lockney, Texas, has made plans for the rebuilding of its elevator which burned not long ago.

An elevator is to be erected at Bradley, Okla., for the Bradley Warehouse & Elevator Company. Thomas Rogis is manager for the company.

A 9,000-bushel addition is being built to the elevator of the Nelson Grain Company at Cordell, Okla., increasing its capacity to 17,000 bushels.

The Farmers Mill & Elevator Company of Kress, Texas, has made plans for the construction of a 12,000-bushel storage house. It will consist of four bins.

To conduct a wholesale and retail business in grain, hay, cottonseed products and feeds, the Redfield Grain Company has been organized at Dallas, Texas.

A retail department has been created by the manager of the E. C. Dowman Grain & Hay Company of Houston, Texas. Allen Seale is in charge of the department.

M. Bergerie is president and J. P. Suberbielle, secretary-treasurer of the New Iberia Mill & Grain Company, recently incorporated at New Iberia, La. Its capital stock is \$40,000.

A grain elevator located at Jacksonville, Fla., has been purchased by the Monarch Milling Company of Chattanooga, Tenn. The milling company will also build a mill and warehouse.

The Burrell Engineering & Construction Company has been awarded the contract for a 25,000-bushel elevator for the Corsicana Mill & Grain Company of Corsicana, Tex.

A new building, with increased grain handling capacity, is to be erected at Broken Bow, Okla., for the F. P. Blount Elevator Company. Included in the building will be a new office.

F. Katterjohn is president; J. B. Miles, vice-president, and W. H. Williams, secretary and treasurer of the Ohio Grain & Feed Company which was recently incorporated at Owensboro, Ky. The company will conduct a wholesale grain and feed business.

A grain elevator warehouse and mill is to be erected at New Orleans, La., by Geo. B. Matthews Sons. The company has let contracts neither for

the erection of the elevator nor for the equipment. The firm is prepared to spend \$250,000 on the additional plant.

H. C. Baldwin, H. M. King and J. W. Hammond have filed articles of incorporation as the Creek Grain & Milling Company of Okmulgee, Okla. Its capital stock amounts to \$100,000.

An addition is to be built to the present elevator of the Hale Center Elevator Company of Hale Center, Texas. When the elevator is completed the plant will have storage capacity of 16,000 bushels.

The Clinton Milling Company of Clinton, Okla., has sold its 35,000-bushel grain elevator, operated by electricity and equipped with corn and wheat cleaning facilities, to the Farmers Union Co-operative Association.

A concrete storage plant of 40,000 bushels' capacity has been added to the plant of the Farmville Mills, Farmville, Va. In addition to this will be built a modern warehouse. The Spencer Construction Company had the contract.

The grain and flour business of Arthur Johnson of Ft. Smith, at Heavener, Okla., has been sold to his partner R. L. Yandell. The company has large stocks at Ft. Smith, Heavener, Poteau and Wister, all of which were included in the sale.

Capitalized at \$50,000, the Farmers Co-operative Association was recently organized at Hereford, Texas, by farmers of Deaf Smith County. The organization will build an elevator and handle all kinds of grain, merchandise, and machinery.

MISSOURI, KANSAS AND NEBRASKA

The plant of the Brooks Company of Ft. Scott, Kan., has been enlarged.

Elevators are being built at Guy and Studley, Kan., for W. R. Cunningham.

The Co-operative Exchange's elevator at Herndon, Kan., has been completed.

The Johnson Elevator at Norton, Kan., has been completed and is open for business.

A new office has been completed at Little River, Kan., for the Burke Grain Company.

The Davis & McDonald Elevator at Burwell, Neb., has been purchased by A. R. Meyer.

A grain elevator is to be erected at Grantville, Kan., for the Farmers Union of that place.

A new tile elevator was recently completed at Deshler, Neb., for the Deshler Roller Mills.

A modern automatic scale has been purchased and installed by J. F. Schomberg of McLean, Neb.

A grain elevator is to be constructed at Jefferson City, Mo., for Henry LePage and Fred Buehrle.

A co-operative elevator is to be established at Cameron, Mo., by the farmers of that territory.

An elevator of 20,000 bushels' capacity is to be erected at Albany, Mo., by Ebersole Bros. & Co.

A grain elevator costing \$10,000 is to be erected at Brayton, Neb., for the farmers of that vicinity.

Fred Miller recently purchased the elevator at Winside, Neb., formerly owned by the Moses Bros.

The Associated Mill & Elevator Company is interested in the erection of an elevator at La Harpe, Kan.

The Voss Grain & Seed Company has its new elevator at Downs, Kan., completed and ready for operation.

The elevator of Adkinson & Wickham at Lewellen, Neb., has been taken over under lease by Brown & Co.

The Associated Mill & Elevator Company has purchased the elevator of the Bossemeyer Bros., at Webber, Kan.

The elevator of the Bossemeyer Bros. at Kackley, Kan., has been sold by them to the Farmers Elevator Company.

The Farmers Elevator at Sarcxie, Mo., has been opened for business under the management of Henry Sabert.

The Kansas Flour Mills' Elevator at Haviland, Kan., has been purchased by Chas. O. Binford, and his son, Lindley.

A new 750-bushel automatic hopper scale has been installed in the elevator of Melick & Stephenson at Crawford, Neb.

A modern 11,000-bushel elevator is to be built at Severance, Kan., for the Farmers Union. Work will be started January 1.

The Farmers Union Co-operative Elevator Company has let the contract for the erection of a new elevator at Humboldt, Neb.

The elevator of the Richardson Grain Company at Varner, Kan., has been sold and possession has been given the new owners.

The Ladue (Mo.) Grain & Supply Company has been reorganized. The company will operate on the patronage dividend plan.

A new 250,000-bushel elevator and headhouse has been put into operation at Carthage, Mo., for the McDaniel Milling Company. The company's old crib elevator has been remodeled; hereafter

the first floor will be used as warehouse; second floor for packers; and the three upper stories for storage bins.

The Sweet Springs (Mo.) Milling Company's new elevator has been completed. The elevator has capacity of 60,000 bushels.

The elevator of A. G. Burruss at Belvidere, Neb., has been purchased by the Shannon Grain Company. B. C. Willard is manager.

The Wells-Abbott-Nieman Company of Schuyler, Neb., has completed its elevator there. Modern machinery is to be installed shortly.

Geo. A. Brinkman has incorporated at St. Louis, Mo., as the Empire Hay & Grain Company of St. Louis, Mo. Its capital stock is \$10,000.

A 5,000-bushel concrete elevator is to be erected for the Allen Grain Company of Coffeyville, Kan., at one of its small receiving stations.

A new engine and a modern automatic scale has been installed in the elevator of the Osborne County Co-operative Association of Alton, Kan.

The Orange Co-operative Elevator Company of Gibbon, Neb., will suspend operations there. The company will sell its plant and equipment.

A barn 60x120 feet is being built at Fredonia, Kan., for the H. W. Smith Hay & Grain Company. It will have capacity of from 1,500 to 1,600 tons hay.

The Parks Bros. of Blue Springs, Mo., have commenced work on their 5,000-bushel elevator, which will have a concrete foundation and sheet iron walls.

The A. B. Wilson Elevator at Lorton, Neb., has been purchased by Frank Bartling. He has also leased the Wilson Elevator at St. Paul and will manage both.

An elevator is to be constructed at Ness City, Kan., by the Farmers Co-operative Association on the site of the Ness City Mill. Capacity will be 20,000 bushels.

The 15,000-bushel elevator of the Vance Milling Company of Pierce City, Mo., has been completed. The plant occupies the site of the mill which burned some time ago.

J. Crosby & Sons of St. Francis, Kan., are building an addition to their elevator. Capacity will be 48,000 bushels making their total elevator capacity 65,000 bushels.

The Farmers Grain & Supply Company has purchased the elevator and mill of the Ellinwood Mill & Elevator Company at Great Bend, Kan. Consideration was \$7,000.

Improvements are to be made to the plant of the Halstead Milling & Elevator Company, Halstead, Kan. The improvements will cost in the neighborhood of \$30,000.

A new elevator of 11,000 bushels' capacity will be erected at Atchison, Kan., for the Severance Farmers Union Elevator. The construction work is to be started January 1.

The capital stock of the Enterprise Mill & Grain Company of Chaffee, Mo., has been increased to \$40,000. The company plans to build several wheat storage tanks in the near future.

The new 15,000-bushel elevator of the Marion Grain Company of Marion, Kan., has been put into operation. Mr. Gruhn is in charge. The company will handle grain, flour and feed.

Walter S. Owen has sold his interest in the Brunswick Elevator Company at Brunswick, Mo., to the Farmers Co-operative Elevator Company. He will conduct a feed and flour store.

A new office is to be erected for the Bertrand Equity Exchange of Bertrand, Neb. In addition to this, new machinery, including truck dump and 10 horsepower motor, is to be installed in the elevator.

A Farmers Equity Exchange Elevator is to be erected at Granton, Neb. The elevator will be of glazed tile and will be equipped with up-to-date machinery; its total capacity will be approximately 16,000 bushels.

The stock of the Cassville Produce & Seed Company, Cassville, Mo., has been purchased by the Farmers Exchange. The building which it formerly occupied has been leased. Possession was given November 1.

The elevator of the Brand-Dunwoody Milling Company at Carl Junction, Mo., has been purchased by the Farmers Interstate Elevator & Commission Company. The company recently finished a new flour and feed warehouse.

The capital stock of the Mound City Mill & Elevator Company of Mound City, Mo., has been increased to \$200,000. The A. A. Berry Seed Company of Clarinda, Iowa, and J. W. Berry are now associated with the company.

The Railsback Grain Company of Ashland, Neb., which has operated a line of elevators on the Burlington in Nebraska for nearly 40 years and which is widely and favorably known as a most reliable and successful grain company has sold its Ashland house to Geo. N. Kieffer. The Ashland elevator is recognized as one of the best equipped and sub-

stantially erected country elevators in Nebraska. The Railsback Company at the same time announced the dissolution of the firm and its retirement from the grain business. The owners will devote their time to their farms and other interests.

Farmers around Olmitz, Kan., have organized the Farmers Union Co-operative Elevator Company, capitalized at \$40,000. The old Chatten Elevator has been purchased by it and will be operated by it under the management of Alfred Meyer.

The elevator of the Hord Grain Company of

Greeley, Neb., is being remodeled. A new scale and other machinery is being installed. The company also has plans under consideration for buying an elevator at Greeley and at Brayton. J. C. Harris is president.

The 5,000-bushel elevator of the Manchester Grain Company in Dickinson County, Kan., has been purchased by the Abilene Flour Mills Company of Abilene, Kan. Improvements will be made to the property and the capacity increased next spring to 30,000 bushels.

lishment of the W. L. Shearer Company. Loss was estimated at about \$37,000; practically all covered by insurance.

Canova, S. D.—Fire destroyed the grain elevator of J. J. Mullaney on October 8 together with several thousand bushels of grain. Loss amounted to \$10,000. The company will rebuild at once.

Sedgwick, Colo.—The elevator of the Lexington Mill & Elevator Company located at this place was burned recently with a loss to the company of \$40,000. Work has been started on a new building.

Toronto, Kan.—Fire destroyed the building occupied by John Rogers, hay and grain dealer. The entire contents of the building were also destroyed. Loss amounted to \$12,000. The origin of the fire is not known.

Bradford, Pa.—On October 7 fire destroyed the feed mill and elevator of the Smith Bros. Loss amounted to \$25,000. The loss included machinery as well as grain, but the office and several carloads of flour were saved.

Durand, Wis.—Lightning struck and destroyed the plant of the Pfeiffer Grain Elevator Company on October 10. The elevator contained 5,000 bushels grain at the time of the fire. The company will erect a new elevator at an early date.

Ardoch, N. D.—Together with 12,000 bushels grain, the Equity Elevator was burned to the ground on October 21. The fire, which was of unknown origin, started in the office of the plant. The loss is well covered by insurance.

Cudworth, Sask.—On October 8 fire destroyed the Beaver Elevator, the property of the Donald Morrison Company of Winnipeg. The elevator contained at the time of the fire 21,000 bushels mixed grain, mostly wheat and flax. The cause of the fire was unknown.

Minneapolis, Minn.—On November 5 fire completely destroyed the elevator of the Central Milling Company. The structure collapsed and its contents of oats and other grains were destroyed. Total loss \$75,000. The fire is believed to have started in the engine room. The elevator is to be rebuilt.

FIRES—CASUALTIES

Harrison, Ark.—Fire damaged the feed store of Walter Casey recently.

Ottawa, Que.—J. W. Moran, feed and flour dealer here, suffered loss by fire recently.

Hansboro, N. D.—The elevator of the Farmers Grain Company was destroyed by fire.

Lehr, N. D.—Fire damaged the plant of the Farmers Elevator Company not long ago.

Ft. Scott, Kan.—The Thompson Elevator and Warehouse was destroyed by fire not long ago.

Fort Smith, Ark.—The Western Grain Company's plant was damaged by fire to the extent of \$2,000.

Dubuque, Iowa.—With 14,000 bushels oats, corn, wheat and barley, the Farmers Elevator was burned.

LeMars, Iowa.—With a loss of \$5,000, the granary and tool house of Chas. Klave was destroyed by fire.

Madison, Kan.—Fire destroyed the Soule Mill & Elevator. Loss amounted to \$50,000; insurance, \$30,000.

Galbraith (Luverne p. o.), Iowa.—The elevator of the Kunz Grain Company was damaged by fire not long ago.

Fostoria, Mich.—Fire destroyed the grain elevator and grist mill of Sylles & Co. Loss amounted to \$15,000.

Allouez, Wis.—The Omaha Railway Elevator here was damaged by fire. M. M. McIntyre is in charge of the house.

Webster, N. D.—The elevator and barn on the Wolf Farm was burned together with 15,000 bushels grain. Loss \$50,000.

Paris, Ky.—On October 24, fire destroyed a quantity of hay, feed and grain in the Collier Bros.' feed and grain warehouse.

Gilroy, Calif.—Fire destroyed the warehouse and contents of the Pieter Seed Company. Loss was \$105,000; insurance \$80,000.

Thornton, Ark.—The feed store of Frank Cathey was damaged by fire recently with a loss to owner of several thousand dollars.

Albion, Mich.—Fire destroyed F. E. Nowlin's elevator. The building contained, at the time of the fire, \$10,000 worth of grain.

Hepler, Kan.—Fire destroyed the Thompson Elevator and Warehouse with a loss of \$10,000. The building was only partly insured.

Justice, Man.—On October 18 fire destroyed the elevator of the Ogilvie Flour Mills Company together with 20,000 bushels wheat.

Oxbow, Sask.—Damage to the extent of \$8,000 was done recently to the property of the Farmers Elevator & Trading Company by fire.

Springfield, Mo.—Fire damaged the warehouse of the Newton Grain Company. Loss totaled \$10,000. E. Q. Phelps is president of the company.

Rice Lake, Wis.—On October 24, the grain elevator of E. Craite and his son was damaged by fire. The damages amounted to about \$20,000.

Wetumpka, Ala.—Fire destroyed the Union Seed & Fertilizer Company's warehouse. Loss amounted to \$10,000; this is partly covered by insurance.

Minneapolis, Minn.—Fire destroyed the elevator and mill belonging to the McGuire-Haley Company. The loss is covered by insurance. The mill will be rebuilt.

Viceroy, Sask.—Together with 15,000 bushels wheat the elevator of the Saskatchewan Co-Operative Elevator Company was destroyed by fire on October 13.

Wilmington, Del.—Fire destroyed the two feed warehouses of the White Bros. and Elwood Pierson. The origin of the fire is unknown. The loss amounted to \$10,000.

Raymore, Sask.—Together with 9,000 bushels grain, the Saskatchewan Co-Operative Elevator was destroyed by fire, which is believed to have been caused by lightning.

Tillsonburg, Ont.—On October 3, the elevator and cereal mill of the Canadian Cereal & Flour Mills Company, Ltd., was burned. The fire started in the

mill and spread to the elevator. Loss was \$500,000; partly covered by insurance. The mill had daily capacity of 500 barrels oatmeal and 270 barrels cornmeal.

Massena, Iowa.—The Johnson-Morehouse Company's elevator was burned together with 5,500 bushels of grain. Loss amounted to \$10,000; fully covered by insurance.

Lockney, Texas.—Fire destroyed the Farmers Grain & Elevator Company's plant. Loss amounted to \$25,000; this is partly covered by insurance. The plant is to be rebuilt.

Clarksdale, Ill.—On October 17 fire destroyed the plant of the Pratt-Baxter Grain Company. Loss included 100 bushels wheat, 6,000 bushels corn and farm supplies, lumber, etc.

Linton, N. D.—Fire starting on the top of the Farmers Elevator spread through the plant and destroyed it completely. There was only a small quantity of grain in the plant.

Toppenish, Wash.—Fire of incendiary origin destroyed the hardware, implement and grain estab-

OBITUARY

ABELL.—Aged 64 years, Chas. Lee Abell died at Buffalo, N. Y., on October 15. Mr. Abell was for many years prominent in the grain and elevator business there. He was first associated with the Western Elevating Association and later superintended the construction of the Marine Elevator at Buffalo, of which his father and Daniel O'Day were owners. In 1881 he formed a partnership with Mr. O'Day and continued in business with him until 1894. Then a stock company was formed with Mr. Abell, president and manager. He was a member of the Buffalo Corn Exchange. His widow, son and daughter survive him.

ALEXANDER.—On October 23, the body of Fred W. Alexander was found in the McIntyre River near Fort William, Ont. Mr. Alexander, who was a Government grain weighman, had been missing for some time. The coroner decided that death was accidental.

BELL.—August Edwin Bell died at his home near Fort Worth, Texas. Mr. Bell was president of the American Seed Company operating at Ft. Worth, Texas, and St. Louis, Mo.

BROTHERTON.—On October 16, Joseph J. Brotherton committed suicide by shooting himself. He was manager of the Rice Seed Company of Bozeman, Mont. He is survived by his widow and one child.

CATLIN.—After a short illness, C. B. Catlin died at Chicago. He was for many years a resident of Minneapolis, had been engaged in the grain business there and was a member of the Minneapolis Chamber of Commerce.

FAILING.—Chas. H. Failing died from injuries received when he was struck by a street car at Terre Haute, Ind. Mr. Failing was superintendent of the Vigo Grain Company.

FEDDERS.—On October 12, John Henry Fedders died at the age of 79 years at Covington, Ohio. He was a retired grain and hay dealer. Mr. Fedder was a member of the Cincinnati Chamber of Commerce and the Cincinnati Grain & Hay Exchange.

BAUSCHER.—On October 9, John Bauscher died at his home in Freeport, Ill. He was a feed and flour dealer.

HOLT.—B. M. Holt met with death recently when his shotgun discharged accidentally. Mr. Holt was at the head of the Holt Seed Company of Caldwell, Idaho. His widow and two sons survive.

JOHNSTON.—James H. Johnston died recently at his home in Winnipeg, Man. Mr. Johnston was

born in Ottawa in 1861 and moved to Manitoba in 1879. He was for many years manager of the Northern Elevator Company's elevator at St. Boniface and in later years of N. M. Patterson & Co.'s elevator at St. Boniface.

JONES.—On November 2, B. F. Jones died at Malden (r. f. d. Valparaiso), Porter County, Ind. Mr. Jones for years owned a large grain elevator there. The widow and five sons of Mr. Jones survive him.

LANDERS.—During the latter part of September, William Landers died at Duaneburg, N. Y., after an illness of two years' duration. Since 1890 until two years ago Mr. Landers had conducted a wholesale hay and straw business.

McLEMORE.—E. E. McLemore died of heart trouble at Columbia, Tenn., on October 21. He was president of the City Mill & Grain Company of Columbia. He was identified for years with the grain and milling industry. His widow and two children survive him.

RICKETTS.—After suffering for some time from pneumonia, A. D. Ricketts died at a Chicago hospital. He was in the grain business for many years at Urbana, Ill.

ROSS.—John Ross died at Indianapolis, Ind., on October 26 aged 83 years. Mr. Ross was for years in the grain business near Lafayette, Ind. In 1892 he founded the Ross Grain Company with elevators at Brookston, Reynolds and Stockwell. His widow and eight children survive him.

RUSSELL.—W. J. Russell died at Youngsville, Pa. He was connected with the Youngsville Milling Company and a member of the Mutual Millers & Feed Dealers Association.

SEYMOUR.—Aged 71 years, John B. Seymour died recently. Mr. Seymour was an old time grain man and had owned and operated several grain elevators at Kenton, Ohio.

WATSON.—Heart failure caused the death of Hiram M. Watson, grain broker for many years at Bloomington, Ill., at his home in Fairbury, Ill. He was representative at the time of his death for the Sawers Grain Company of Chicago, Ill., in the Middle West.

RECENT SALES OF GLOBE DUMPS

The Globe Machinery & Supply Company, Des Moines, Iowa, reports the following sales of its Globe Combination Auto Truck and Wagon Dumps: A. E. Clevidence, Mt. Morris, Farmers Co-operative Company, Oneida, Ursa Grain Company, Ursa,

Wm. Ringle & Co., Cambridge, D. Humphreys & Son, Atkinson, Ill.; E. A. Wearne, Webster, Farmers Company, White, Traders Grain Company, Hudson, Farmers Elevator Company, Corona, Farmers Elevator Company, Melham, S. D.; Farmers Elevator Company, Des Lacs, Farmers Co-Operative Elevator, Des Lacs, N. D.; F. B. Maynard, Independence, Beaver Valley Milling Company, Des Moines, Blanden Co-Operative Society, Blanden, Farmers Co-Operative Elevator & Grain Company, Manson, Osage Grain & Supply Company, Osage, Conrad

Farmers Grain Company, Conrad, Farmers Elevator & Supply Company, Peterson, Beaman Elevator Company, Beaman, Jolley Farmers Elevator Company, Jolley, Iowa; Corsicana Mill & Grain Company, Finney, M. M. Egan & Son, Stratford, B. O. Cator Grain Company, Stratford, Texas; Farmers Co-Operative Mercantile Company, Ft. Morgan, Hudson Elevator Company, Hudson, Colo.; J. S. Weigel, Hooker, Guymon Equity Exchange, Guymon, Tyrone Equity Exchange, Tyrone, Okla.; Ray L. Fealey, Plainville, Kan.

FIELD SEEDS

NEW SEED LAW PROPOSED IN KANSAS

A committee consisting of Secretary G. C. Mohler of the Kansas State Board of Agriculture, President W. M. Jardine and Director F. D. Farrell of the Kansas State Agricultural College, is formulating a new seed law modeled upon the pure food laws, which will be submitted to the Kansas legislature.

Speaking of the need of such a law, Secretary Mohler says: "Dumping of poor seeds into this state has been common in the past. Many states have passed pure seed laws and there is no reason why Kansas should not. A shipment of 300 pounds of alfalfa seed to Russell, Kan., from a seed company in a western state was found to have a germination of only 12 per cent, according to information received by the Board of Agriculture. Since the selling price of this seed was \$12.50 a bushel, the actual price of good seed was \$100 a bushel. A test of this lot showed 2,510 noxious weed and 27,640 other weed seeds to the pound as well as Timothy, White Clover and other grass seeds."

TIMOTHY SEED IN CANADA

Reports received by the United States Bureau of Markets from the seed branch of the Market Division, Canadian Department of Agriculture, indicate that there is a normal or larger production of Timothy and Sweet Clover seed and a less than normal production of Red and Alsike Clover and Alfalfa seed in Canada.

In the Coaldale and Pincher Creek districts of Alberta the Timothy seed crop rivals the large crop of 1916, and in Bulkley Valley, British Columbia, it is believed that considerable seed will be threshed. The production of this seed in Prince Edward Island is estimated to be about 400 per cent of normal but in Ontario only 90 per cent of normal.

A normal quantity of Alsike Clover for export is expected in central and western Ontario, but a lighter crop than last year is reported for New Ontario. Because of extensive winter-killing last year, only 65 per cent of a normal production of Red Clover seed is estimated for all Ontario, and the prospects are poor in most districts of Quebec.

1920 SEED ACREAGE IN DENMARK

S. Sorensen, agricultural advisor to the Danish Government, who is attached to the Danish legation at Washington, has just compiled the seed acreage of Denmark for 1920, and it shows a considerable falling off from the figures of 1919.

The conditions in Denmark are similar to those in the United States. The acreage of mangels and carrots is about one-third, Swedes one-half, and turnips one-fifth of the acreage in 1919. The acreage in grass seed which is placed at 36,383, is slightly lower than for the previous year, while a

considerable increase has taken place in the acreage of sugar beet and clover seed. The acreage of vegetable seed has also decreased considerably.

The yield of orchard grass, meadow fescue, and Italian and English rye grass seed will not exceed the normal yield. Reports on Swedes, turnip and cabbage indicate a lower yield than normal, and the production of these crops will be very small as compared with 1918 and 1919.

The seed industry in Denmark is rapidly returning to normal conditions. During the last few years the growers have formed a strong organization to protect their interests and this organization will in the future probably be able to prevent great fluctuations in acreage.

MILLET SEED CROP LARGER FOR 1920

The 1920 crop of millet seed will exceed the 1919 crop by about 20 per cent, according to the *Market Reporter* of the U. S. Bureau of Markets. No unfavorable weather conditions prevailed during the growing season, except in scattered localities, but a heavy frost in the Kansas-Nebraska section on September 28 or 29 may have affected some of the late planted millet. There was but little difference in the acreage devoted to millet seed production between last year and this year, except in a few important sections, but the yield per acre is noticeably larger this year.

Harvesting, which in general was one or two weeks late, was just taking place in many sections during the week ending October 2. Inasmuch as practically no seed of golden, common, or Siberian millet was being offered by growers, no prices were established. The indications are that the 1920 crop probably will start to move at 25 to 50 cents per 100 pounds under the opening prices last year.

COMMUNITY TREATMENT OF SEED WHEAT

The first large-scale attempt at community treatment of seed wheat with the combined copper sulphate and milk of lime method has just been completed in Madison County, Ill., where approximately 15,000 bushels were treated at a central treating plant under the supervision of representatives of the Bureau of Plant Industry, United States Department of Agriculture.

In the spring of 1919 leaf smut or flag smut was discovered in wheat fields in Madison County, Ill. This disease had long been known as destructive in Australia and elsewhere, and its introduction to Illinois was considered a source of great danger to American wheat growers. The United States Department of Agriculture immediately made a survey of infested farms and a local quarantine was placed on an area of 47 square miles by the

(Continued on Page 436)

clined at least \$1 per ton on the best grades of hay and perhaps \$2 per ton on the medium and low grades and demand is extremely dull. The present indications do not point to any sharp decline in the market but still we feel that there will be an easier feeling for some time now and would not advise the purchasing and shipping of any hay with expectations of the market going higher. There still remains a fair demand for the better grades of hay but the medium and low grades are very dull and draggy and are most hard to place at satisfactory prices. Threshed hay in fair demand. Offerings moderate. Prairie hay easier on all grades. Low grades hard to place at satisfactory prices. Choice alfalfa in good demand. Medium and low grades dull and hard to place. Straw in fair demand."

FIRMER TONE IN HAY AT CINCINNATI

Although the grain markets are breaking very badly the hay market is taking on a firmer tone with the demand increasing and receipts very light. Colder weather is, of course, having a stimulating effect on the demand. On the other hand, with grain selling on practically the same basis per ton as hay we find that most of the trade are inclined to be very conservative in their purchases and do not feel that the hay market can advance very much.

The demand is still rather limited and a large run of hay would undoubtedly break the prices again. Conditions are so unsettled that it is practically impossible to make any accurate forecast in regard to any market and our only advice to both the hay and the grain shipper is to use a short haul on their shipments.—*Mutual Commission Company, Cincinnati, Ohio, in letter of November 10.*

THE ST. LOUIS HAY MARKET

BY S. F. LARRIMORE

Receipts of hay during the past week have been rather liberal and demand rather limited. Good No. 1 Timothy is selling fairly well, but the poorer grades are very dull. A great deal of the hay arriving here is badly stained and damaged, and is selling at a very low figure. There is very little shipping demand, which is causing the medium grades of hay to drag. We do not see anything bright in the immediate future, as there is lots of hay in the country to move, and the demand is very light for this time of the year. The South is not in a position to buy, and has a liberal supply of native hay.

Light Clover Mixed is steady on good No. 1 Light Clover only, the medium and lower grades are dull and slow. Heavy Clover Mixed is lower, receipts liberal and demand limited. Pure Clover hay is steady on good No. 1 to Choice Clover hay, but anything else is dull and draggy.

The Alfalfa market is steady, with an excellent local demand for good No. 1 Soft Leafy Alfalfa suitable for dairy feed. The lower grades are in liberal supply and dull. The milling demand is very quiet and only taking an occasional car, while the shipping demand as yet is nothing. We look for some improvement in the demand as soon as cold weather sets in, which is bound to stimulate the demand. Still, we believe values are high enough, and shippers should sell their hay at these prices.

The Prairie hay market is dull, offerings are not heavy but demand is very quiet. Good No. 1 Prairie hay would meet with fair sale, but lower grades are slow. Straw prices range lower.

HAY AT KANSAS CITY

BY B. S. BROWN

A firm tone has prevailed in the hay market at Kansas City the past few weeks, due chiefly to a reduction in supplies. Alfalfa made substantial advances and the better grades of Timothy, Prairie and Clover showed moderate gains. Demand as a rule was limited to the better class of offerings and on several occasions there was burdensome accumulation of low grades.

The weather throughout the country has been unusually favorable for pasturing stock this fall and most dealers say demand for hay has not made itself felt in the West and Southwest where much hay has gradually been shipped heretofore. Offerings of hay in all divisions have shown some improvement in quality and condition, though there is still enough of poor quality to hamper trade to some extent. Conditions are generally considered favorable for a fairly active trade. Shipping conditions have not been up to normal requirements, but the car supply has been adequate for current demands, due to the smaller receipts and the consequent limited outward movement. Receipts in October, as officially reported, were 2,509 cars, compared with 3,246 cars in October, 1919, and a 10-year October average of about 3,000 cars.

Advances in Alfalfa ranged from \$1.50 to \$3 a ton, with the intermediate grades showing the full gains. Choice was quoted as high as \$27, No. 1 was \$24.50 to \$26, Standard was \$20 to \$24, No. 2 was \$15 to \$19.50 and No. 3 was \$12.50 to \$14.50. The better grades of Prairie advanced \$1 to \$1.50, prices ranging from \$7.50 to \$16.50. Lowland and Mid-

(Continued on Page 434)

HAY, STRAW AND FEED

ALFALFA IN KANSAS

Kansas leads in the production of Alfalfa, according to a recent publication of the United States Department of Agriculture, with 1,140,000 acres planted to the legume. Nebraska is a close second with 1,123,000 acres and California third with 873,000 acres followed by Colorado with 606,000, South Dakota with 503,000 and Wyoming with 413,000. This year's acreage census of Alfalfa by the Kansas Board of Agriculture as of March 1 shows that Kansas had 1,231,240 acres of Alfalfa, or about 90,000 acres more than shown by the Government estimate. According to the state's report the margin of leadership in the acreage of this wonderful legume is considerably wider than shown by the Government publication.

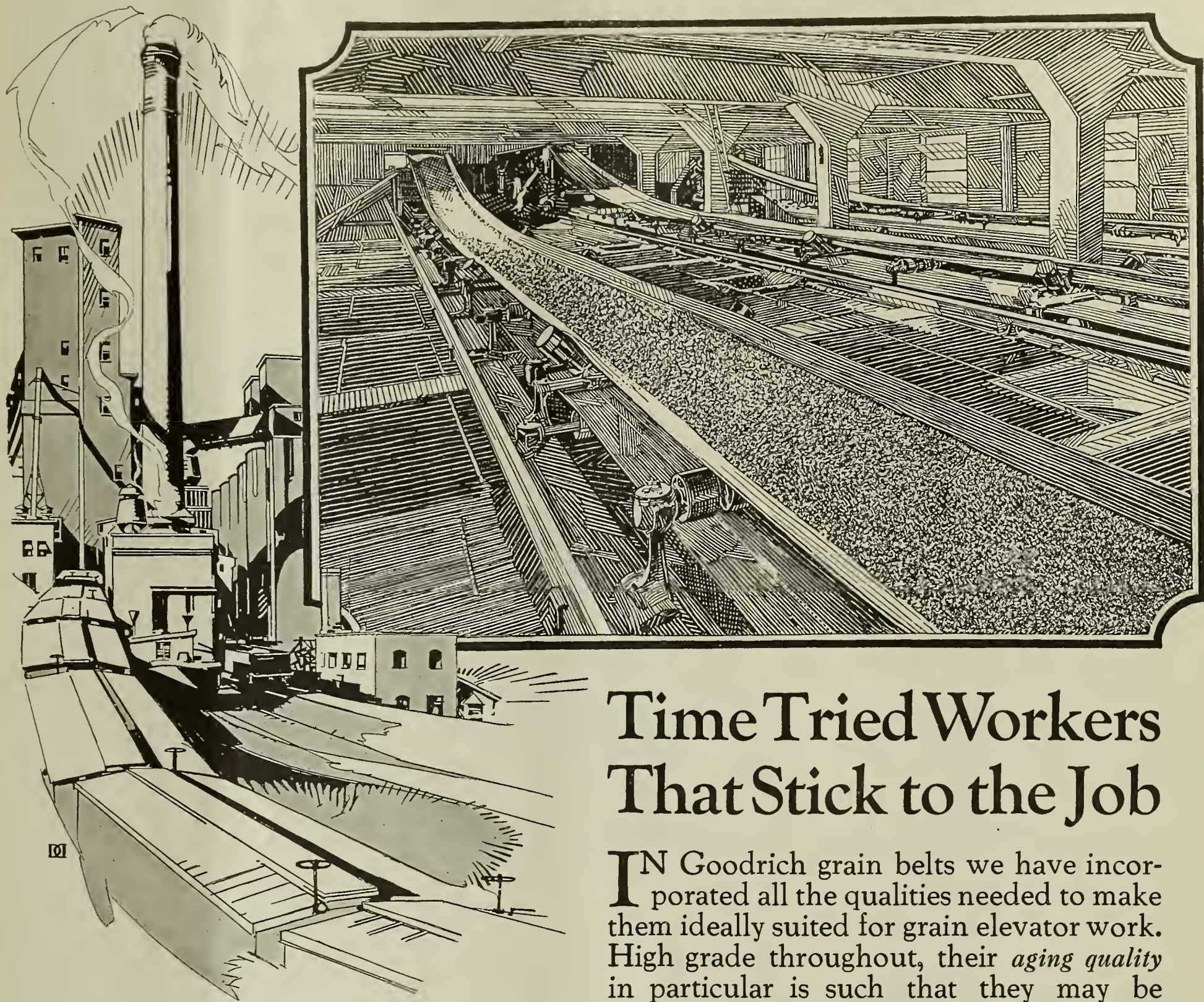
It is interesting to note that the three counties having the largest Alfalfa acreage in Kansas are

in the northern tier and adjoining each other, Jewell ranking first with 47,000 acres, Washington with 42,800 acres and Republic with 41,000 acres. No other county in the state has so much as 40,000 acres devoted to Alfalfa. The widespread adaptability of Alfalfa for Kansas is indicated by the fact that it is grown in every county of the state excepting three in the Southwest.

HAY MARKET EASIER AND BUYING LIMITED

In their market letter of November 12, Toberman, Mackey & Co., St. Louis, Mo., say:

"The receipts of hay for the past several days have been running just a little heavier and the market has been a little easier during that time and the buying has been limited on all the grades. The prices in the past week have de-



Goodrich
"Carigrain"
and
"Legrain"
Belts

FOUNDED 1870



Time Tried Workers That Stick to the Job

IN Goodrich grain belts we have incorporated all the qualities needed to make them ideally suited for grain elevator work. High grade throughout, their *aging quality* in particular is such that they may be counted on to give greatly prolonged service. They are the result of years of study and analysis of grain elevator conditions and needs, and have met with the enthusiastic approval of many leading elevator engineers and operators.

When you put one to work, you have a worker that *sticks* on the job.

Send for our booklet on Carigrain and Legrain Belts. It is the first step towards belt efficiency and economy.

THE B. F. GOODRICH RUBBER CO.

Akron, Ohio

Best in the Long Run

Hay, Straw and Feed

(Continued from Page 432)

land were unchanged at \$6 to \$11.50. Timothy was quoted steady to \$2 higher, the top grades showing the full advance. Prices ranged from \$10 to \$24, with Standard at \$20.50 to \$22.50. Clover advanced 50 cents to \$2, selling from \$13.50 to \$23.

Many Kansas City seedsmen disparage the predictions that a large area now devoted to wheat will go into grass next year. It is suggested that Missouri has already turned as much wheat land back to hay, as she is likely to turn; that she is now on her normal, and comparatively low, level of wheat production. In Kansas, the important wheat district is habitually a wheat district, where land is not likely to be turned to other crops because of a single disappointment over prices.

Even the consideration that many farmers who diversify their crops habitually, may use their own field seed for seeding larger areas than usual to hay, is not considered important. Such farmers, not wishing to sell Alfalfa seed, for instance, at present prices, are not compelled to rescue this seed from total loss by sowing it, even if they do not eventually sell it; for the seed is a comparatively minor item in their Alfalfa farming.

The possible factor, too, that seed growers may sell to neighbors, is discounted by the fact that most farmers have seed of their own; and also by the fact that selling from farm to farm is not often done. Farmers generally want good, cleaned seed—which almost always means seed that has gone through the hands of the well-equipped seedsmen.

The abundant supply of Clover, Alfalfa and Timothy, reported in growers' and seedsmen's hands, is not therefore necessarily an indication that the planting to hay will be very much more extensive for next year's production.

These two factors are not dominating. But they become of some importance, when taken in connection with the fact that hay seems to have brought prices more nearly satisfactory, during the past few months, than almost any other commodity; and that the growers of hay have made profitable use of it.

And the desirability of growing hay is after all the only direct factor towards an increased planting; the other elements contributing in some degree to the decision of the wheat grower who is dissatisfied, and the farmer who is glad to get seed cheap.

NEW FEED BRANDS

"77" stock and poultry feed, namely, cotton seed feed consisting of cotton seed meal and cotton seed hulls. Humphreys-Godwin Company, Memphis, Tenn. Filed August 27, 1920. Serial No. 136,553. Published October 5, 1920.

"DUXGRO" duck feed. Swift & Co., Chicago, Ill. Filed June 3, 1920. Serial No. 133,234. Published October 5, 1920. See cut.

Chicken scratch feed. The Whitewater Flour



Mills Company, Whitewater and Ottawa, Kan. Filed July 29, 1920. Serial No. 135,587. Published October 12, 1920. See cut.

"KASCO MILLS" grains and feeds. F. Kieser & Son Company, Inc., Waverly, N. Y. Filed July 13, 1920. Serial No. 134,897. Published October 12, 1920. See cut.

"FAVORITE" scratch feed for poultry. H. L. Halliday Milling Company, Cairo, Ill. Filed July 24, 1918. Serial No. 112,302. Published October 26, 1920. See cut.

"WIRTHMORE" balanced ration, buttermilk baby chick feed, stock feed, pig feed, hog feed, horse feed, Alfalfa meal, middlings, oats, buckwheat, barley, bran, scratch feed, corn, chick feed, calf

meal, cornmeal Milo Maize, fancy yellow rolled meal, cracked corn, cottonseed meal, dairy feed, wheat, linseed meal, Kaffir corn. St. Albans Grain Company, St. Albans, Vt. Filed June 18, 1920. No. 133,899. Published October 12, 1920. See cut.

"POPULAR" mixed animal feed. H. L. Halliday Milling Company, Cairo, Ill. Filed July 24, 1918. Serial No. 112,303. Published October 26, 1920. See cut.

"STANDARD" dairy feed for animals. H. L. Halliday Milling Company, Cairo, Ill. Filed July 24, 1918. Serial No. 112,304. Published October 26, 1920. See cut.

"SPECIAL" mixed animal feed. H. L. Halliday Milling Company, Cairo, Ill. Filed July 24, 1918. Serial No. 112,305. Published October 26, 1920. See cut.

BEET PULP SUPPLY

Last year our domestic beet pulp supply was largely supplemented by importations from Holland and southern Europe. This year, however, it is not expected that the importations will be as large, as it is estimated that the supply of domestic dry beet pulp will amount to approximately 400,000 tons, or nearly 45 per cent greater than the supply for 1919.

CHICAGO HAY MARKET

Albert Miller & Co., of Chicago, in their letter of November 12, advise: Several cars strictly No. 7 Timothy sold this week at \$36 per ton on the Chicago & Northwestern and Chicago, Milwaukee & St. Paul tracks. Arrivals on both roads very light. Offerings on other roads meeting a ready sale also and at good prices. A much firmer feeling prevails with very light offerings. Prairie likely to follow Timothy. Now is time to ship us a few cars.

NEW YORK HAY PRICES ADVANCE

C. K. TRAFTON

Immediately subsequent to our last review the local hay market continued inactive and unsettled, and without particular change or feature of importance. Temporarily many, if not all, buyers were inclined to buy in the most sparing way as they considered prices high and assumed that receipts would soon show enlargement, which would bring about a reduction in cost. Of course, this tendency to hold off was largely traceable to the nation-wide opposition to high costs and the drastic cutting of prices in all commodities.

As grain producers and shippers in the West had shown a tendency to lower prices, it was naturally supposed that farmers would sell their hay at lower cost. Consequently great surprise was manifested when they failed to do so. At least, the majority of them showed no inclination to make noteworthy concessions. According to advices from the interior, the cost of labor, equipment, etc., has been so high that farmers contend that they cannot afford to sell on a lower basis. On account of this nearly all farmers and country shippers have been refusing as a rule to accept current bids, and as a consequence receipts have continued light, instead of increasing as was generally anticipated.

During the first half of the month many if not all buyers were decidedly surprised and perplexed, having claimed that they were greatly disappointed by the stubborn attitude of farmers and shippers, and therefore for the time being they displayed a tendency to hold off, buying in the most conservative manner. Later in the month their stocks became greatly reduced, and as arrivals still failed to increase they were compelled to come into the market and pay an advance in order to secure supplies. This was especially true of Choice Timothy and Light Clover Mixed, which were particularly scarce and most wanted.

It soon became evident that distributors and consumers had finally decided that they had made an error in supposing that farmers and country shippers had been making a mistake and would soon be compelled to market their holdings. As before intimated this assumption was largely based on the theory that hay prices would be subjected to drastic cutting as in other commodities. To all appearances the farmer or country shipper has not been affected by this price cutting movement, but on the contrary has remained decidedly confident, manifesting no anxiety to sell. In the meantime stocks have been sadly depleted until local dealers as well as jobbers have found supplies to be at a dangerously low plane.

It was stated in some quarters that the limited receipts were owing in part to embargoes on some of the roads and to the difficulty experienced in obtaining permits as well as the scarcity of freight cars. There has been such a decided scarcity of choice grades of Timothy and Light Clover Mixed that the dealings have been largely confined to medium or lower grades, notably No. 2 and No. 3 Timothy. Because of this fact it has been possible to obtain almost as much for the medium grades as the choice. Because of the facts described nearly all buyers have been less particular respecting the matter of quality, being compelled in many in-

stances to take the best hay obtainable at the price generally demanded by the receiver. Consequently at some terminals, superior lots of No. 2 have been taken promptly at about the same valuation as No. 1.

At the beginning of the month the market for straw was unsettled, with a weaker undertone as buyers were inclined to hold back in sympathy with the depression in other lines. Afterwards the demand became more active and with receipts a firmer feeling was developed. It was asserted that farmers had been making only light shipments partly because the threshing had been greatly delayed and chiefly because it had been extremely difficult to obtain labor.

THE ALFALFA WEEVIL

The alfalfa weevil has, since its appearance in Utah, a few years ago, been steadily spreading westward at a rate of 10 miles a year. The United States Department of Agriculture is making every effort to stay the progress of this pest and has in press a new bulletin on its control. In addition to the work being done by the Department of Agriculture, entomologists of Montana, California and Oregon are also doing considerable. Recently a conference was held by a group of them at Salem to determine upon quarantine measures to stop the spread of the weevil. Among those in attendance were R. A. Cooley of Montana; C. H. Parks, Oregon; D. B. Mackie, California; W. H. Wicks, Idaho; Dr. Fletcher, Washington; Colonel Henry E. Dosch, secretary of the Oregon Board of Horticulture; A. L. Lovett, Oregon Agricultural College Entomologist. No great amount of damage has been reported from this pest so far, but every effort is being made to intercept the progress before it can reach the large alfalfa areas.

A modern feed store is now occupied by Peter Prough at Kirkwood, Mo.

A feed and flour store has been opened at Medford, Wis., by E. E. Lindow.

The West Jefferson Feed Company of Jefferson, N. C., has been discontinued.

A feed and flour business has been opened at Strasburg, Ill., by Ralph Whitacre.

A feed and flour business has been opened at Phillips, Wis., by P. O. Dahlie.

J. A. Eford has sold his feed business at Pittsburg, Texas, to J. J. Williams.

A new feed mill is being built at Warwick, N. D., for the Valley Grain Company.

The Genoa Flour & Feed Mill of Genoa, Ill., is now operated by Harley B. Williams.

John H. Strouts of LeRoy has purchased the feed mill of W. F. Downs at Brewerton, N. Y.

The feed business of Wm. Thomas at Golden City, Mo., has been sold to J. P. Hedgecock.

The Jefford's feed business at Mt. Vernon, Mo., has been purchased by the Farmers Exchange.

A. D. Allen has purchased the business of the Smith Flour & Feed Company of Springfield, Mo.

To handle feeds, the Van Buskirk Equity Supply Company has been organized at Van Buskirk, Wis.

M. L. Crown has sold his feed, flour and poultry business at Marshall, Ark., to Addington & Bates.

The Burgess Coal & Feed Yards at Parsons, Kan., has been purchased by Paul C. McConnell, of LaBette.

The Fulton Grocery Company succeeds J. P. Gordon in the feed, flour, grain and hay business at Atlanta, Ga.

The Gregory-Woodruff Company has been incorporated at Winder, Ga., and will handle feeds, groceries, etc.

M. J. Barrett, J. B. Ford and M. Weiss have incorporated at Scranton, Pa., as the Jessup Flour & Feed Company.

An addition costing \$5,000 is to be built to the feed plant of the Union Grain & Feed Company of Anderson, Ind.

The plant of the Sloan Bros., manufacturers of stock feeds, etc., is to be moved from Biggsville, Ill., to Peoria, Ill.

A feed business is to be conducted at Topeka, Kan., by D. O. Coe of that city. He has purchased a warehouse there.

The Co-Operative Grange League Federation is putting into operation a feed mill in the old malt-house of the Fleischman Malting Corporation of

Alfalfa, Prairie Hay and Alfalfa Meal

were harvested under ideal weather conditions. We command a large supply. Get our delivered prices.

CARLISLE COMMISSION COMPANY

736 Live Stock Exchange Kansas City, Mo.

A	ALFALFA	A
L	We are the Largest Distributors	L
F	of ALFALFA in	F
A	GREATER NEW YORK	A
L	Shippers who have Alfalfa Hay to dispose of, if they will	L
F	communicate with us we will provide a satisfactory outlet.	F
A	ALFALFA	A
W. D. Power & Co.,	12-15 N. Y. Hay Exchange	NEW YORK

Buffalo, N. Y. John W. Griffith is in charge. The interior of the building is being remodeled; present capacity 300,000 bushels.

Denny & Co., of Payette, Idaho, have purchased the flour and feed mill there. Dell Christian will continue in charge.

The Pollock feed business has been purchased by the owners of the Ellsworth's Feed & Seed Store of Woodward, Okla.

Parker Newman has retired from the feed firm of Newman Bros., Juda, Wis., and the partnership has been dissolved.

The capital stock of the Canton Feed & Milling Company of Canton, Ohio, has been increased from \$312,500 to \$375,000.

A feed manufacturing plant costing \$250,000 is to be erected at New Orleans, La., for Geo. Matthews & Son of Boston, Mass.

A branch office and warehouse has been opened at East St. Louis, Ill., by J. M. Ernst & Son. The company's main office is at Arcola.

The Interstate Feed Association of Toledo, Ohio, has been purchased by the Kasco Mills. The report is that the company will reorganize.

J. E. Shropshire has purchased an interest in the Plainview Feed Company of Plainview, Texas, and will be associated with J. M. Murphy.

The Gays Mills Shipping Association has been incorporated at Gays Mills, Wis., capitalized at \$25,000. The Association will handle feed.

The capital stock of the D. P. Wigley Company, feed and flour dealers located at Racine, Wis., has been increased from \$60,000 to \$100,000.

The Proteina Company of Loudonville, Ohio, manufacturers of the brands "Proteina" and "More Hog" feeds, will build a new feed plant.

The Beloit Manufacturing & Supply Company has purchased the feed milling department of the Slater & Marsden Company at Beloit, Wis.

A full line of feeds is to be handled by the Redfield Grain Company of Dallas, Texas, in addition to grain, hay, cottonseed products and feed.

J. W. Alloway, P. W. Ould and Harry Jones have incorporated the Perry Feed & Commission Company of Hazard, Ky. Capital stock is \$15,000.

A feed business has been started at Albany, Texas, by J. S. McComb. The firm will also handle hay and corn, in addition to all kinds of feed.

The Kane Wholesale Company of Kane, Pa., has been incorporated to handle feed and flour. F. E. Ulf, J. E. Henretta and G. A. Gunnarson are interested.

Feed grinding machinery has been installed in the plant of the Le Roy Cold Storage & Produce Company at Le Roy, N. Y. The company will also handle flour.

A wholesale and retail feed and grain business has been opened at Monroe (Kilgore p. o.), Texas, by H. C. Wood, manager of the United Grain Company's stores.

The feed business of the P. & S. Grain Company at Hancock, N. Y., has been purchased by D. C. McLaughlin and O. K. Smith, feed millers of Cannonville, N. Y.

A warehouse is being built at Waterloo, Iowa, for the Eason Bros. and the Iowa Flour & Feed Company. The warehouse will be used for storing feed and seed.

The feed business of Eddlemon & Cook at Eldorado Springs, Mo., has been purchased by the Cedar County Farmers Association. They have taken possession.

Plans are under consideration by the Kentucky Feed & Grain Company of Louisville, Ky., for increasing its storage capacity. It has just recently completed its new feed plant.

Capitalized at \$10,000 the Co-operative Feed & Mercantile Company was incorporated at Charleston, S. C. Robert Crawford is president; P. Bennett, secretary; J. L. White, treasurer.

The Brooks Milling Company of Minneapolis, Minn., which is owned and officered by those interested in the Brooks Elevator Company, now has a complete feed mill business, handling cattle, hog, horse and poultry feeds.

The New Century Company of Michigan, succeeds the Guntrup-Perry Company at Detroit, Mich., dealers in feed and flour. The officers of the firm are: President and treasurer, W. T. Guntrup; vice-president, B. A. Guntrup; secretary, A. W. Perry.

Capitalized at \$100,000, J. D. Harrison, W. G. Stiefel and O. Hollis have organized and are directors of the Gibson Live Stock Feed Company of Princeton, Ind. The company will conduct a wholesale and retail feed, grain, and flour business.

At the recent annual election of the New York Hay Exchange Association the following officers were elected: President, Fred M. Williams; vice-president, D. D. Allerton; second vice-president, F. D. Hewitt; directors, S. A. Vroman, H. L. Baum, R. C. Tygert; A. J. Nuttall was re-elected treasurer and Richard J. O'Brien, secretary. Mr. Williams is

president of the New York State Hay Association and the Horse Association of America. He is also a member of the Committee on Laws of the Merchants Association of New York City.

The J. A. Black Company has been organized at Newark, Ohio, by J. A. Black. They have purchased the feed and seed business operated by the M. O. Drumm Company of Newark.

O. B. Smith has purchased J. A. Robertson's interest in the feed business at Clarksville, Ga. The business will hereafter be conducted as Smith & Wood instead of Robertson & Wood.

The Robertson Archer Grain Company of Purcell, Okla., has purchased and installed a Bowsher Feed Mill at that place. The plant is now being operated by electricity instead of gasoline.

Capitalized at \$25,000, the Wood Alfalfa Products Company has been incorporated at Abilene, Kan. The company has offices in the Live Stock Exchange Building, Kansas City, Mo., under the management of W. B. Wood.

R. Cecil and J. Bailey Wilson have taken over the feed, flour and grain business of John C. Wilson at Philadelphia, Pa. The business has been conducted under the name of John C. Wilson for 47 years and will be continued under the same name.

The H. W. Smith Hay & Grain Company of Fre-

donia, Kan., has erected a large hay warehouse with capacity of from 1,500 to 1,600 tons. The company has also a warehouse at Buxton, Kan., with capacity of 1,000 tons.

Feed and flour warehouse has been opened at Ely, Minn., by Joseph Slogar. He will be located in the building formerly used by the Hamm Brewing Company as a warehouse.

The feed department of the Quaker Oats Company at Chicago, Ill., is now under the management of D. H. Gross, formerly manager of the Boston office of the same firm. He succeeds Geo. A. Chapman.

The business of the Northern Flour & Feed Company of Escanaba, Mich., which was formerly operated by A. G. DeGrand has been purchased by the Marinette Flour & Feed Company of Marinette, Wis.

C. H. Hitch is in the feed brokerage business at Cleveland, Ohio, on his own account. He was manager of the feed department of the Cleveland Grain Drying Company until the firm discontinued handling feeds.

W. A. Adams is no longer with the National Feed Company of St. Louis, Mo., but is associated with his brother, Harry Adams, in the Reed-Adams Company. The company specializes in feedstuffs and feeding materials.



Outfording Ford

Ford cut his prices and made a big noise about it—got into print—and all that.

We haven't said much, but we've been quietly sawing wood just the same.

We have reduced prices anywhere from 25% to 40%, to conform with raw materials.

Literally, we have "outfording Ford."

We think that bottom is about here—grain prices are showing signs of strength—other feed commodities are firmer. The turn, we think, is about due.

Why wait longer?

When the rush comes, as it surely will, somebody always gets left. Don't let it be you.

The dealer with stocks in his house does business, but he who waits too long goes without.

Play the game carefully—but not to the extent of holding off indefinitely: When cold weather comes feeders want feed.

Write, wire, or phone your orders

Arcady Farms Milling Company

208 South LaSalle Street

Chicago, Illinois

FIELD SEEDS

(Continued from Page 432)

Illinois State Department of Agriculture. Since that time every effort has been made by the National and state agencies concerned to stamp out the disease.

Some of the wheat varieties grown in Madison County are very resistant to the smut and the farmers are co-operating gladly in sowing only such resistant varieties. To prevent infection by spores in the soil it was required that all wheat sown this fall should be treated. A central treating plant was established and equipped in an old potato-shipping shed, where approximately 200 farmers had their seed wheat treated. With the apparatus provided four workmen were able to treat approximately 1,000 bushels a day.

SEED WHEAT AND OATS MUST BE LABELED IN MISSOURI

The Missouri Seed Law provides that all seed wheat sold or offered for sale in that state must bear the Seed Law Label, and this label or shipping tag must show the kind of wheat, the percentage of germination and when tested, where grown, purity, and the number of noxious weed seeds if same contains any of the legally designated noxious weed seeds.

Samples of Missouri Seed Law Labels or tags may be secured by addressing the Missouri State Board of Agriculture at Jefferson City. Tags are not sold, and any person may have tags printed in any printing office.

It is provided that all seed wheat sold by farmers must first be tested and labeled in the same manner as if sold by a seed dealer. But, if the farmer sells and delivers seed wheat to a purchaser who comes to the farm and hauls it away the label is not required. If the grower advertises his seed wheat or ships it by common carrier then he comes under the full labeling requirements of the law. Also the grower is held responsible for any representations he may make as to variety or quality.

The same rules apply to the selling of seed oats as are provided for wheat. The seed law of Missouri does not permit a farmer to become a local seedsman except that he come under the full provision of the Seed Law.

IMPORTS OF FORAGE PLANT SEED

The following table, prepared in the Seed Laboratory of the Bureau of Plant Industry, United States Department of Agriculture, shows the total amounts of forage plant seeds subject to the Seed Importation Act which were permitted entry into the United States during the month of October, with comparisons for last year and 1918, and the total for the four months ending October 31, 1920:

Kind of Seed—	Oct. 1920	Oct. 1919	Oct. 1918	4 Mos. Ending Oct. 31, 1920
Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Alfalfa	1,092,700	54,700	171,500	
Blue grass:				
Canada	16,800	25,200	7,800	16,800
Clover:				
Alsike	44,200	1,337,400	1,293,400	153,900
Crimson	198,100	478,000	66,000	2,156,900
Red	121,900	510,400	200	427,100
White		11,200		
Clover mixtures:				
White and				
alsike		6,300	7,500	
Red and al-				
sike		700		
Millet:				
Broom corn..				1,100
Foxtail				14,700
Mixtures:				
Grass			100	
Orchard grass.		317,300		
Rape	732,000	184,800	200	947,700
Redtop			4,100	
Rye grass:				
English	124,700	47,400	115,300	255,500
Italian		26,400	2,600	131,300
Timothy			1,100	
Vetch:				
Hairy	33,000	26,300	20,300	400,700
Spring		4,300	21,400	

DOWNWARD TREND IN GRASS SEED CONTINUES

During the past two months very little movement of Timothy, Redtop, Kentucky Bluegrass, Orchard Grass, and Meadow Fescue seed from growers' hands has taken place, says the last issue of *The Market Reporter*, official publication of the Bureau of Markets. Prices have declined rather steadily since the harvest of several of these seeds, but seedsmen are reluctant to buy at present prices, which, however, seem low to the growers. The quality of the 1920 crop of these grass seeds compares well with normal and with last year.

About 50 per cent of the Timothy seed of the 1920 crop has been disposed of by growers. Between September 7 and October 27, during which period growers normally sell most of their Timothy seed, the movement this season was very light. Although reports from some sections point to the presence of considerable hulled seed in lots that have been offered for sale, the consensus of the

majority of the reports is that the quality of the 1920 crop is nearly normal and equal to last year.

Prices of Redtop seed have continued to decline despite the fact that some fields which were intended for seed production but were subsequently cut for hay and many stacks have not been threshed as originally intended, thereby reducing the earlier estimate of production to about 40 or 50 per cent of last year's. Approximately 60 per cent of the crop, the quality of which is normal and equal to that of last year, has left growers' hands.

Little change in prices for Kentucky Bluegrass seed in the Kentucky section was noted during the past eight weeks. Approximately 75 per cent of the crop in Kentucky and 50 per cent in Missouri had been disposed of by the last week of October. The quality of this season's crop in Kentucky is normal or a little above and about 10 per cent better than the 1919 crop. In Missouri the quality is estimated to be about 93 per cent normal and 80 per cent of that of last year, when an unusually large crop of excellent quality was obtained.

No improvement from the sluggish movement of Orchard Grass seed two months ago is noted in reports received during the week ending October 30. In all sections that produce this seed commercially, the movement has been much below normal and in a few localities practically no movement of new-crop seed has taken place. The quality of the 1920 crop is probably better than normal and last year, being exceptionally bright.

Approximately 80 per cent of the Meadow Fescue seed in eastern Kansas is estimated to have left growers' hands. At some important points growers have disposed of all of their surplus seed. The quality of the 1920 crop is 5 to 10 per cent better than normal and last year.

SEEDS STILL LOWER IN NEW YORK

BY C. K. TRAFTON

Demand for field seeds on the spot has continued extremely quiet during the month and prices for practically all descriptions are lower, especially Red Clover, Alfalfa, Alsike and Timothy. Even at the new low price levels, many experienced and conservative merchants describe the market as extremely shaky with virtually all buyers holding off. They state that although many distributors along the Atlantic are well sold out they are extremely timid about increasing stocks at present or placing orders for their spring trade, believing that prices may fall to still lower levels.

In certain other quarters a more optimistic feeling is noticeable, it being stated that prices have recovered somewhat from recent low levels. These dealers report a better demand, jobbers having shown more willingness to anticipate their requirements of Red Clover, Timothy, Alsike and Alfalfa for February shipment. At the same time, these traders admit that there is no demand for spot seed. They ascribe the better demand for spring shipment to a feeling that the low point has been reached and that by buying now they will have the benefit of any recovery that may take place before the spring season starts.

There are others who say that while prices have enjoyed some recovery, it was due largely to speculative or sentimental influences. In short, they believe that the so-called better sentiment was traceable to covering by recent short sellers, doubtless based partly on the belief that a "natural reaction" at least is to be expected after the recent prolonged downward movement. Possibly the fear that crops may not turn out as abundant as previously expected, stimulated buying to some extent.

Striking enlargement in the shipments to Europe was responsible for the more hopeful feeling in some quarters, although it is contended by some well-informed members of the trade that the exports included certain lots of English and Scandinavian seed which could not be sold to advantage in this country, and hence were shipped back to the countries of origin. However, some fresh export business has been consummated. German buyers have seemed especially interested, notably in low and medium grades of Alsike and Timothy. In addition, inquiries for high-grade Alsike and Timothy have been received from England and Scandinavian countries.

Although prospects for Red Clover and Alfalfa crops in France and Italy are said to be favorable, prices quoted by shippers are still too high to permit of business. Practically all sellers have refused to meet the views of American buyers, feeling that a sharp reaction from the present low levels in our markets is inevitable. Little or no interest has been displayed in Crimson Clover. Better grades for prompt shipment are quoted at 6½ cents c. i. f. New York. People in close touch with the situation are convinced that the price will doubtless do much better as soon as the demand starts, attributing the present extraordinary cheapness to the striking weakness in foreign exchange. Aside from this feature, it is said that France does not appear to be a ready seller of anything in the seed line, which is seemingly due to the fact that French farmers are evidently not excited over the

lack of demand and feel that by withholding offerings for a while they will be able to get better prices later on.

There is still a fairly liberal supply of Canary on spot, only a comparatively small proportion of the previous heavy arrivals having been sold. At the present rate of demand it is thought that it will take some time to absorb the present stock. It is not surprising therefore that buyers have not been encouraged to make further purchases. Their indifference is especially easy to understand in view of the fact that spot seed is quoted at 5 cents, while Argentine is quoted at 5 to 5¼ cents duty paid. Arrivals during the month were 1,677 bags from Argentine.

There has been no life in the market for rape-seed. Arrivals during the month were 450 bags. Light offerings have been received from Holland for November-December shipment at 7 cents c. i. f. New York. Spot Japanese seed on the Pacific Coast is quoted at 5½ cents.

Heavy shipments of Bluegrass were the feature of the export movement. The total was roughly 3,150 bags, embracing 550 to Liverpool, 1,590 to Germany, 450 to Glasgow, 420 to London, and 140 to Scandinavia. Exports of Timothy were about 3,875 bags, including 2,175 to Scandinavia, 950 to Germany and roundly 250 bags each to Liverpool, Southampton, and France. Red Clover exports were 400 bags to Scandinavia and 30 to Germany. Other shipments were: 350 bags of grass seed to Liverpool, 1,970 bags of Fescue to Germany, and 150 bags of Fescue to Southampton.

The imports included 200 bags of Crimson Clover, 1,236 bags of grass seed, 655 bags rye grass, and 813 bags of Alfalfa, the latter from Argentine.

The following notice has been posted on the bulletin boards of the New York Produce Exchange: "In an action in equity in the U. S. District Court for the Southern District of New York, wherein the Archer-Daniels Linseed Company was the plaintiff and the Bolle, Watson Company, Inc., the defendants, Judge Augustus N. Hand has appointed Thomas M. Blake and Langdon P. Marvin temporary receivers with power to continue the business."

Peter P. Larsen, formerly a member of the firm of Loewith, Larsen & Co., New York seed merchants, withdrew from that firm early in October, returning to Europe shortly thereafter.

SEEDS IN MILWAUKEE

BY C. O. SKINROOD

The latest statistics on the Wisconsin yield of seeds show that the Clover seed of the state was 241,000 bushels, which compares with 248,000 bushels a year ago and 108,000 bushels in 1918. The crop is therefore just a shade less than last year, but much more than double the harvest of two years ago.

The condition of the crop according to the last report was 79 per cent as compared with 84 per cent the previous month and 87 per cent a year ago. The seven-year average condition is also 79 per cent, so that the condition is exactly up to the average, while a month ago it was 5 points better than the average.

The receipts and shipments of seeds for Milwaukee last month were as follows: Receipts of Timothy seed, 14,810 pounds, and shipments 108,210 pounds. For Clover seed, the receipts were 205,702 pounds, and the shipments 291,692 pounds. The figures for both Timothy and Clover seed indicate that shipments are considerably larger than the receipts.

The Milwaukee Seed Company reports that the market for all seeds has softened a little, largely because of the tight money market. Most of the terminal markets are not getting a large amount of seeds, this applying to a number of cities east and west.

The Milwaukee Seed Company's statement says that Red Clover receipts in Milwaukee are exceptionally small and that no large amounts of seed are expected from the chief seed district of Wisconsin, although there is more Clover in other sections of the state. The price ranges from \$19 to \$23.

The report of the company also shows the receipts of fine Alsike small with prices in this market of \$22 to \$26.

The market also has little high grade Timothy seed, the report of the company says, as farmers are holding, believing they will get better prices. Timothy prices range from \$5.50 to \$7.25.

Some jobbers, the Milwaukee Seed report says, are now watching trade closely believing that present prices are now on a sound trading basis.

The Courteen Seed Company looks for improvement in the seed trade soon as the feeling in the market is better. The company's report on conditions indicates a growing demand for both Clover and Timothy seeds. The one big factor in the trade, the report says, is that the farmers are still holding for higher prices, believing in the ultimate improvement in the market.

The crop as stated by the Government is entirely too high, says the Courteen Seed Company. Estimates are made by the concern that as far as

(Continued on Page 438)



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One trial will convince you of its greater economy in service.

Ask for sample to compare with that you are now using.

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Hunt's
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Transmission Rope
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GIBBS' PATENT DUST PROTECTOR
is invaluable to operators in every industry where dust is troublesome, affording perfect protection with perfect ventilation. Thoroughly tested for many years in every kind of dust. Nickel-plated protector \$1.25. Canada \$1.50, post paid. Circulars free.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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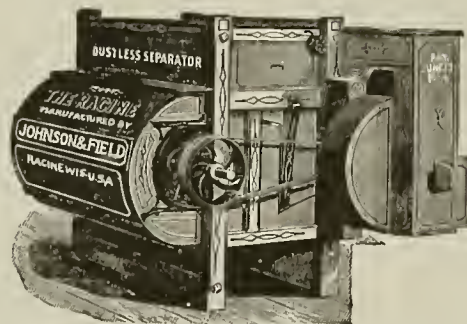
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For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.
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CAN BE INCREASED IF
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Dustless Grain and Seed Separator

Special Screens for All Kinds
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Our Machines have probably brought higher grades to more country grain shippers than all other makes combined, saving the cost of each Machine many times in a season.

Write for prices on the "RACINE" line of grain cleaners

JOHNSON & FIELD MFG. CO., Racine, Wis.

New Issue:

TAX EXEMPT IN ILLINOIS

\$300,000

Western Feed Manufacturers, Inc.

(Chicago, Illinois)

8% Cumulative Participating Preferred Stock with Bonus of Common Stock (Share for Share)

(Incorporated under the laws of the State of Illinois)

Preferred \$50 Par Value

Common \$5.00 Par Value

Preferred Stock dividend is cumulative up to 8% and participating up to 10% before any dividends may be paid on the Common Stock. Dividend dates, quarterly, 1st of January, April, July and October. Callable at \$55 per share and accrued dividends on any dividend date on 60 days' notice.

SECURITY

The Preferred Stock shall have preference over the common, both as to assets to the extent of \$55 a share and dividends. Based on appraisals of July 23, 1920, by L. V. Estes, Inc., and the audit of J. M. Ullman, C. P. A., the net quick assets of the Company upon completion of the present financing, not including good will, are approximately \$65 for each share of Preferred Stock outstanding, and the net tangible assets to \$97.50 per share.

EARNINGS

The earnings for the first eight months of this year before Federal taxes amount to \$97,235.16, or four times the dividend requirements for the entire year. Estimated earnings for the year based on the above figures amount to six times preferred dividend requirements. After deduction of preferred dividend and interest charges, earnings on the Common Stock, as shown by the statement, are very favorable. Earnings for the past four years of the companies included in the present consolidation, have averaged many times the preferred dividend requirements.

BUSINESS

The Western Feed Manufacturers, Inc., is one of the largest manufacturers in the world of mixed feed for live stock and poultry. Its brands of manufactured feed are universally known, each trade name copyrighted and entered in the U. S. Patent Office.

**PRICE \$50.00 PER SHARE
WITH BONUS ONE SHARE COMMON STOCK**

All legal details in reference to this issue of stock have been approved by Messrs. Newby, Murphy and Walker, Chicago.

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MEMBERS

CHICAGO STOCK EXCHANGE
CHICAGO BOARD OF TRADE

This information and these statistics are not guaranteed, but have been obtained from sources we believe to be accurate.

**Harris, Mills
& Company**
Westminster
Bldg.
Chicago

Without obligation on my part you may send me complete details on your offering of 8% Western Feed Manufacturers, with bonus of Common Stock.

Sign and detach coupon

FIELD SEEDS

(Continued from Page 436)

Wisconsin is concerned, the Clover crop is not more than 60 per cent of last year instead of the yield suggested—practically as large as a year ago.

The company compares the 60 cents a pound paid for Clover seed in the state a year ago with the present market of 15 to 18 cents and says the farmer cannot be blamed for hanging on to his supplies.

The Kellogg Seed Company looks for some improvement in the seed trade within two weeks. The company comments on small offerings by farmers, but finds that the seed offered is of good quality with the prevailing prices from \$19 to \$22.

White Clover, the company reports, is in such good demand that it is hard to keep a supply in stock. The quality is declared poorer than a year ago with prices at \$45 to \$55. Alsike is also reported of good quality with supply just moderate. Prices are ruling from \$24 to \$27.

Timothy the company says, is also in good demand, but it is hard to get as not much is moving to market at present quotations. The price is quoted at \$5.75 to \$7.

Stagnation in the business of seeds generally, is the report of L. Teweles Seed Company. Clover is reported to be holding at the old prices, farmers refusing to sell and quotations running from \$20 to \$23.

Since the seed trade was the first to go into readjustment, it should be the first to improve after readjustment, is the belief of the Teweles Seed house.

Other quotations offered by the company are \$17 to \$20 for Alfalfa, \$6.25 to \$6.75 for Timothy, \$24 to \$27 for Alsike with the supply small, and \$42 to \$46 for White Clover seed.

Capitalized at \$5,000, the World Seed Company has been incorporated at St. Louis, Mo.

Extensive improvements have been made to the store of the Harris Seed Company, San Diego, Calif.

F. R. Freeman has purchased an interest in the Crawfordville Seed Company of Crawfordville, Ind.

A new seed house is to be opened at Grand Junction, Colo., by William Utterman under the name of the Wm. Utterman Seed Company. Mr. Utterman was until recently connected with the Grand Junction Seed Company. He has purchased

the property in which he is located from the Grand Junction Fruit Growers Association.

The office of the Oriental Seed Company, San Francisco, Calif., is now in the Thomas Clunie Building.

A building at Atlantic, Iowa, has been purchased by the Malone Seed Company and is now occupied by them.

The capital stock of the Farmers Seed & Supply Company of Lynchburg, Va., has been increased to \$100,000.

F. R. Freeman is now associated with the Crawfordville Seed Company which operates at Crawfordville, Ind.

A concrete block building is being erected at Toledo, Ohio, for the Toledo Seed & Oil Company. It will cost \$9,000.

The plant of the Rudy-Patrick Seed Company at Kansas City, Mo., is to be equipped with new transmission machinery.

The seed business of the M. O. Drummer Company at Newark, Ohio, has been purchased by the J. A. Black Company.

Capitalized at \$75,000, the Healy Seed Company has been incorporated at Belle Center, Ohio. P. R., J. C., and D. E. Healy and M. Voder and J. C. Briggs are interested.

A new addition, to be used for storing stocks of seed, is being built to the plant of the Faribault Seed Company of Faribault, Minn.

Extensive improvements are being made to the building occupied by the Tucker Seed House of Carthage, Mo. The improvements will cost \$2,000.

M. J. Yopp, H. J. Yopp and M. T. Riley have filed articles of incorporation as the Yopp Seed Company at Paducah, Ky. Its capital stock is \$50,000.

The charter of the Saunders Lone Star Seed & Gin Company of Greenville, Texas, has been amended and capital stock increased from \$40,000 to \$60,000.

Paul Larsen has retired from Loewith, Larsen & Co., seed dealers of New York City. J. Loewith is now sole owner and will operate under the old name.

A seed business is to be started at Atlanta, Ga., by C. A. McLendon. He has been connected with the Humphrey-Coker Seed Company for many years.

The Pure Seed & Soy Bean Association has been organized by the farmers around Webster, Wis. Chas. Nordstrom is president and John Westover, secretary-treasurer.

The property of the Farmers Milling & Elevator Company of Rexburg, Idaho, has been taken over by the John Allen Seed Company. The purchase includes the warehouse.

An elevator costing \$15,000 is to be built at Sigourney, Iowa, for the Barnes Seed Company. It will be of brick construction, two stories and basement in height, and 24x34 feet.

A new corporation has been formed to succeed Carter, Venable & Co., Inc., of Richmond, Va. The Carters will have no interest in the new firm. A. Reid Venable, formerly secretary-treasurer of the firm, has taken over the stock and good will

of the old company and will operate as the Carter-Venable Company, Inc. This arrangement went into effect November 1.

Edwin L. Rosenberg, Martin W. Malone and Chas. J. Powell have incorporated the Milwaukee Seed Warehouse Company of Milwaukee, Wis. The company is capitalized at \$5,000.

William W. Johnson of Portland, Me., has purchased the wholesale seed and package business of the E. W. Burbank Seed Company of Fryeburg, Me., together with good will and right to the name.

H. McFadden's business at Champaign, Ill., has been taken over by the Champaign Seed Company. The firm will handle seed and feed. Mr. McFadden established the business from which he is now retiring in 1874.

A building at 811 Pacific Ave., Tacoma, Wash., has been leased by the Randall-McLoughlin Company of Seattle. The company carries seed, poultry foods, etc. Fred H. Rowe is in charge of the Tacoma business.

C. W. Offutt has sold his interest in the State Seed Company of Oklahoma City, Okla., to the Ferguson Seed Farms, Sherman, Texas, and is no longer connected with the business. C. H. Walker will be new manager.

The holdings of the Farmers Mill & Elevator Company at Rexburg, Idaho, has been purchased by the John H. Allen Seed Company of Sheboygan, Wis. A complete system of seed cleaning machinery is being installed.

The business of the Helms Seed Company of Janesville, Wis., is to be discontinued. Walter Helms, son of the founder, and active manager, is retiring. The Helms Seed Company was established in 1857 and has been operating steadily since then.

Capitalized at \$7,500, the Douglas County Seed Wheat Company has been incorporated at Waterville, Wash. Geo. P. Wiley and others are trustees. The company expects to handle seeds, and loan money to farmers in the drought area of Douglas County.

Additions are to be made to the seed warehouse of Oatman & Montfort at Greenspring, Ohio. It will have capacity of 14,000 bushels and will be equipped with two new elevator legs, four Allis-Chalmers Motors; a Howe Wagon Scale and a hopper scale; clipper; and seed cleaner.

Waldo Newcomer and William Ingle have been appointed receivers of the J. Bolgiano & Son of Baltimore, Md. The Bolgiano concern suffered heavy losses in connection with shipments of corn to Cuba and Porto Rico, and in consequence was put into the hands of the receivers by the court.

SEED

We buy and
sell all varieties
of grass and
field seeds

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MINNEAPOLIS CHICAGO

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
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ATCHISON

KANSAS

North American Seed Co.

Wholesale Grass and Field Seeds

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"THE HOUSE OF QUALITY"

Exporters.

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Headquarters for

Imported Clover and Alfalfa Seeds

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Correspondence Invited

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TRY OUR SERVICE, IT SATISFIES

MINNEAPOLIS

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MINNESOTA

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

WANTED

To hear from owner having elevator, mill or other property for sale. Give cash price and particulars. JOHN J. BLACK, Chippewa Falls, Wis.

INDIANA ELEVATOR FOR SALE

Capacity 40,000 bushels. Steam power. All in good repair. No competition. In fine wheat, oats and corn country; on Pennsylvania Railroad. Good feed trade. ROSS & RICHARDS, R. F. D. 3, Ridgeville, Ind.

MILL FOR SALE

All new machinery and accessories for a complete sifter mill with a daily capacity of 30 to 35 barrels, ready for delivery. Results guaranteed. G. J., Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE

Entire contents of small hut first-class flour and feed mill at Cedarville, Ohio, including first-class gas engine, scales, helting, grinding machinery, corn sheller, etc. Inquire THE HAGAR STRAW BOARD & PAPER CO., Cedarville, Ohio.

FOR SALE

A well-equipped 100-barrel flour mill within the city of Canton, Ohio. Water power. All new machinery. Can be bought at a very low price. For particulars, address THE O. C. BARBER ALLIED INDUSTRIES COMPANY, 308 Vicary Building, Canton, Ohio.

MINNESOTA ELEVATOR FOR SALE

Capacity 200,000 bushels. Steam and electric power. In good condition. Excellent distributing point, transit privileges, on direct line from Minneapolis and St. Paul, five railroads; repair shops insure plenty of cars. Can be bought for less than 50 per cent of what material would cost today. MINNESOTA, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

WILL SELL AT A BARGAIN

A well-equipped 50-barrel mill and elevator combined, electric power. Situated in good wheat, corn and oats country, in good little town with paved streets, good school and churches; in northwestern Ohio. Plant is in A No. 1 shape and a money-maker. Good feed grinding trade which pays running expenses. M. R., Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY

FOR SALE VERY CHEAP

A 100-ton 50-foot Fairbanks Railroad Track Scale, with all steel for setting same. All in perfect condition. C. E. BIRD & CO., Minneapolis, Minn.

CHEAP IF SOLD SOON

One second-hand No. 1 Oscillating Corn and Grain Cleaner, used less than two weeks. OHIO, Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE

One stand of elevators complete, 66 feet high, with head and hoot, legging, pulleys, belts and cups for 11x6 cups. THE PHILIP SMITH MFG. CO., Sidney, Ohio.

FOR SALE

Two new 109-D dustless Clipper Cleaners, with traveling brushes, air controllers, and a full set of screens. Cleaners have never been in use. Write for prices. THE M. G. MADSON SEED COMPANY, Manitowoc, Wis.

CHEAP FOR CASH

Machinery for complete 125-barrel mill: Allis Rolls, Universal Bolters, all in good running order; also 85-horsepower Corliss engine, condenser, boiler, all complete in running order. For particulars, address LAKE SHORE ROLLER MILLS, Hika, Wis.

FOR SALE

One No. 0 Barnard's Improved Single Screen Corn Cleaner, with shaker. This machine is brand new, never having been used. We offer it at a real bargain. It is one of the best cleaners made and suitable for small grain as well as corn. HOLLISTER-WHITNEY CO., Quincy, Ill.

FOR SALE CHEAP

A 150-barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372, or write W. D. SAGER, 330 E. N. Water Street, Chicago, Ill.

OIL ENGINE FOR SALE

60-horsepower Fairbanks-Morse.
50-horsepower Otto.
25-horsepower Fairbanks-Morse.
50 other sizes.
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FOR SALE

One six-section Sprout-Waldron Monarch Sifter, sieves 16x64. Fair condition.
One six-section Sprout-Waldron Monarch Sifter, sieves 16x64. Very good condition.
Four 40x76 Nordyke & Marmon Single Sieve Purifiers. Excellent condition.
One stand 9x24 Noye Rolls, remodeled and in first-class shape.
One Monitor Hominy Scouring and Polishing Machine. Good as new.
One Eureka Magnetic Separator. Good condition.
One No. 4 Unique Receiving Separator. Never been uncrated.
Two large Cyclone Dust Collectors. Never been uncrated.
One small Cyclone Dust Collector. Good as new.
WATHEN MILLING COMPANY, Louisville, Ky.

FOR SALE—BARGAIN

One 25-horsepower Fairbanks-Morse Semi Diesel Type "Y" Oil Engine. Never been used. Write THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.

FOR SALE

Two No. 2 McDaniel Angle Screen Separators.
One 22-inch Monarch Ball Bearing Belt Driven Attrition Mill with two sets of new plates.
Two Eureka Mustard Seed Extractors.
Two No. 532, size 8, style 56 Monitor Wegener Wheat Heaters and conditioners.
SPERRY FLOUR CO., 332 Pine St., San Francisco, Calif.

BAGS

FOR SALE

Five thousand second-hand cotton grain bags, 16 oz., 25c each, f. o. b. St. Louis, in large or small lots. FOELL & CO., 123 Market St., St. Louis, Mo.

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc. Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE

Grain and feed business near Portland, Me. Annual business over \$100,000. T. C. WENTWORTH, Cornish, Me.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

TYPEWRITERS FOR SALE

Underwood, Model 5, perfect working order, \$65; Royal perfect working order, \$60; nine-column visible adding machine, cost new \$375, will take \$100. Liberty Bonds accepted at par. MEIER SEED COMPANY, Russell, Kan., and Kansas City, Mo.

RAILROAD CLAIMS COLLECTED

WE COLLECT RAILROAD CLAIMS covering loss or damage to grain, flour and mill products. Do not overlook delay, shortage, decline in market and deterioration claims. We have an extensive organization for handling these matters. References: Any Minneapolis bank or the *Northwestern Miller*. We are members of the Grain Dealers National Association and the Traffic Club of Minneapolis. This service is furnished on a percentage basis. No collection, no pay.

THE SECURITY ADJUSTMENT COMPANY,
1132-1156 Builders Exchange Bldg.,
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EAGLE "MIKADO"

PENCIL No. 174



Regular Length, 7 inches

For Sale at your Dealer.

Conceded to be the Finest Pencil made for general use.

Made in five grades

EAGLE PENCIL COMPANY, NEW YORK

CHAMBER
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COMMERCE

MILWAUKEE

GRAIN
RECEIVERS

For "UN-X-L-D" Service on CONSIGNMENTS
of GRAIN and SEEDS

SHIP THAT NEXT CAR TO

FRANKE-LA BUDDE GRAIN CO.
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GRAIN-MILL FEEDS

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Sample Grain a Specialty
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Sellers of Cash Grain and
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THE BOOK OF WRINKLES

Needed by Every Grain Dealer
Contains 171 ingenious and well described and
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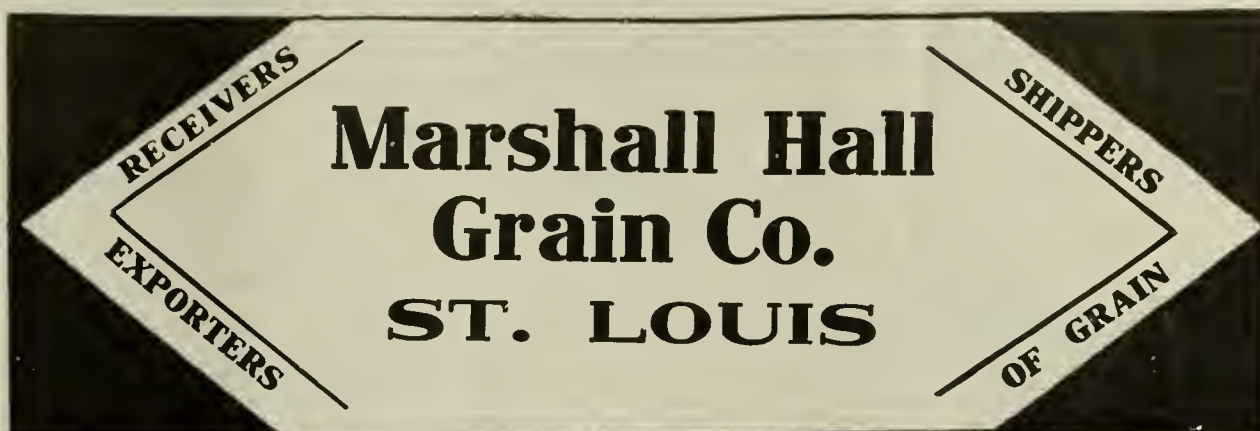
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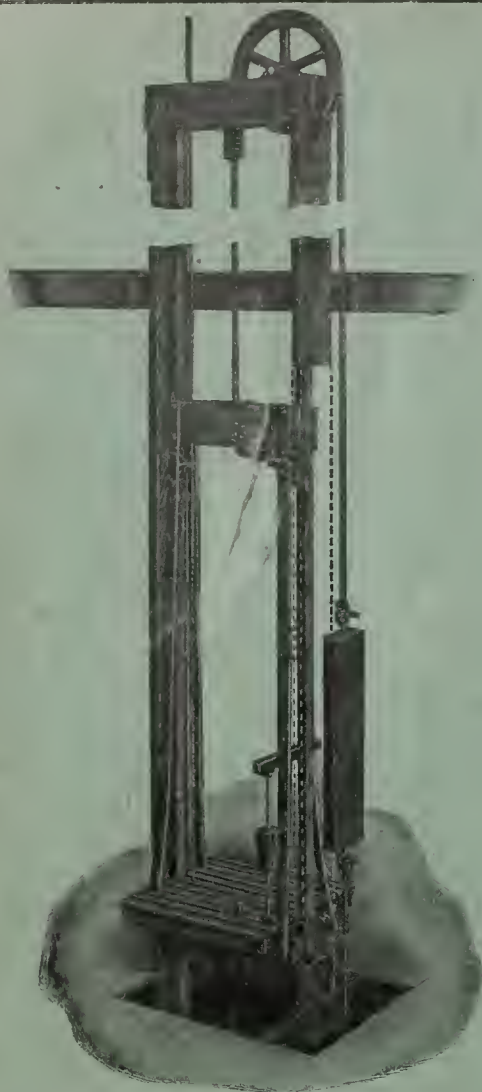
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